

Wheel Tracks



Gary & Nancy Olney's 1934 AERODYNAMIC HUPMOBILE

Robert C. Hupp, who had worked for Olds, Ford and Regal, introduced his own car in Detroit in 1909. Called the Model 20, it was quite a success in the lower price class. As a promotional stunt and right off the assembly line, November 10, 1910, a Hupmobile left on a 48,600 mile around the world trip to 26 different countries, returning on January 24, 1912.

In the meantime, Robert Hupp left the company in September 1911 following a dispute within the company. As Ransom Eli Olds did, when he left Oldsmobile and established REO (his initials) Hupp established R.C.H. (his initials) Automobile Company, but was not very successful.

Turn to page 6 for the rest of the story





FROM OUR PRESIDENT, DAVID STONE

Hello All,

Can you feel it? A warmth in the air. I find myself checking the extended and long range forecasts more and more this time of year, realizing that a lot of my activities take place above 32 degrees. Typically, the last week in February I tap a few trees, fix sap lines and clean everything for boiling in March. Mid March through April is prime time for boiling the sweet stuff, a labor intensive passion for sure, especially for a one person operation.

For those who don't boil, now is the time to do those little nuisance fixes on your vehicle. The last month or two of winter, is a great time to take care of that glove box latch that doesn't close properly, or that reverse light switch that has been giving you fits. The "less than fun" fixes you see when you walk around your ride in August at a show. I'll get to it someday, well now is a great time to make it right. I have a nagging clutch or transmission issue on my MG, I fear it's the pressure plate, just trying to delay the inevitable. I need to heed my own advice and get to it, because before long it will be sixty degrees.

Last month I told you that we would be under contract for the Stowe field for our August car show by this date, so things could move forward. Well, the new land owner is still sitting on the contract as of 2/10/17. We have flyers and posters off to print. Hopefully the auto enthusiast higher up (Zeus) will intervene and the ship will right itself. Stowe committee is hard at work exploring all avenues.

Happy Motoring, *Dave Stone*



Photo from "Shorpy".... August 1910, Mill Boys working in the cotton mill at North Pownal, Vermont. The names of some of the boys: **Dave Noel-14; Theodore Momeady-15, Albert Sylvester-16, Eugene Willett-13, Arthur Noel-15, P. Tetro-15, T. King, 14, Clarence Noel, 11,**

VAE Officers & Directors

Dan Noyes - VAE Chairman

802-730-7171 dan@streambanks.org

Dave Stone— President

802-598-2842 dsatbtv@aol.com

Jeff McIay— 1st. Vice & Activity Chair

802-454-7853 jefferymacIay@hotmail.com

Jan Sander —2nd. Vice & Assistant Activity Chair

802-644-5487 sander@pshift.com

Don Pierce- Treasurer

802-879-3087 dwp@melodyelectric.com

Charlie Thompson- Recording Secretary

802-878-2536 charlieandmarion@comcast.net

Duane Leach 802-453-3743

John Des Groseilliers 802-472-5541

Tom McHugh 802-862-1733

Nominating committee...David Sander, Dan Noyes & Brian Warren

Education/ Outreach Committee

Wendell Noble—Chair

Don Perdue— V- Chair

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Gary Olney

Gael Boardman

John Malinowski

Gary Fiske

Membership Secretary (Ex-Officio)

Christina McCaffrey

89 Ledge Road

Burlington VT 05401-4140

VAEmembership@gmail.com

christina.mccaffrey@vtmednet.org

VAE Antique and Classic Car Meet (Stowe)Co-chairs

Bob Chase 802-253-4897

Duane Leach 802-849-6174

The Shelburne Show Chair

Ernie Clerihew 802-483-6871

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

Justin Perdue - 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

Website hosting— Blu Morpho, Burlington



FROM YOUR EDITOR... GARY FISKE

Wheel Tracks
Monthly deadline
The 10th

Membership
Only \$30
\$50 for 2 years

I can remember, when I was young, the little feeling in my stomach when a playmate would call my grandmother “an old biddy” or call my sister a name that was not nice. I might have called grandma and my sister Pat those same names a few times but when it comes from non-family, its different. I have never been a physical fighter, so knowing I could out-run most of my friends, when they would make those side-ways comments, I would sometimes jump on them and rub their faces in the grass or snow, depending on the season. Then I would take off running. The friends I could not out-run had to be dealt with more from the “mental” direction. That is why I am such a nice guy today, I am in my seventies now and I can’t run anymore.

So...where is this going and what the heck does it have to do with Wheel Tracks?? Just be patient....

Since November I have had this cough, that some times sounded like grandpa’s coon hound at 11PM in the cornfield we used to hunt, when I was a kid. This being February, I finally decided to see a doctor about the cough. Seems with all the weeks of coughing I have somewhat harmed the backside of my throat and with some items from the local pharmacy I am now on the mend.

But that does not answer the “**cause question**” and that is when my stomach felt “that little thing”. The doctor proposed what she thought was the reason. “**She**”... has the idea that my shop might be dirty and dusty because the coughing started about the time I closed the doors to keep the heat in. Why wouldn’t she start criticizing our home before she blamed my shop? I might know the answer there, you see the doc and my wife are buddies and we all know how women stick together, plus I know I can-not out-run the doc.....so to the mental side I went.

We had a nice north wind this morning and knowing the word would not get back to the doc, because my wife was not home this morning, I decided to go into action. I opened all the shop doors and windows, then gassed up my trusty leaf blower and put a breathing mask on. I have to admit....there was a lot of dust! After the shop, I went to the outdoor furnace-room and did the same thing with the leaf blower.

So, my question..... Have any of you had a problem like this? Could it be something besides dust. I could take a little criticism from our “**old car family**” so I would like to hear from you. What can doctors know about old-car-shops anyway?

Dear Editor.... I really enjoyed the stories in the last (February) Wheel Tracks. Your story about taking in hay with an old stake bed truck brought back some of my similar memories. When I was in my early teens, four or five of us young boys would spend our summers working, as a group, on the local farms. Since hay balers were rare, the one farmer who had a baler would go around baling for the others. We boys would go wherever the baler was and get the bales on the truck and into the barn. We, of course, wanted to see who could throw a bale the furthest and generally outwork the others. We could sometimes let the truck idle along by itself while we ran alongside throwing bales to the poor guy on the load who had to stack them properly so the load wouldn't fall off on the way to the barn. The truck was a Ford model AA with the usual up-draft carburetor. One time, just as we were pulling onto the road with a full load, it backfired and set the engine on fire. Somehow we boys mustered the collective wisdom to grab handfuls of sand from the roadside to throw onto the carburetor. It worked, the fire went out and we saved the truck and the load of hay. After we pulled as much sand as we could out of the carburetor throat the old model AA started up again and we were on our way.

When the baler wasn't around, we had to take in loose hay with the same crew and truck. One guy would be on the load distributing and treading the loose hay so the load would tie together. Another guy would drive the truck from windrow to windrow while the others would pitch on the loose hay. When one of the wheels hit a woodchuck hole the truck would bounce, the driver would bounce and his foot would bounce on the gas pedal which would make the truck lurch and bounce even more. One time it led to the entire load sliding off the back of the truck, leaving the guy on board still standing on the grounded load leaning on his pitchfork.

It was hard, hot, sweaty work, but I look back on it with fondness.

Wendell Noble

Editor's note.... It is 10 degrees outside today and I can still remember the heat in the barn peak when we were mowing the hay away.... And, like Wendell says, fond memories of being there.

I had to make an editor's decision a while back, to not publish when someone wrote a very exposing, detailed story about an engine fire another group of young boys had to put out. Instead of sand, four of them went #1 on the fire.....in unison!

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"THE SOFTER SIDE"

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

Nostalgia

From Nancy



Probably because I just celebrated (I use that word loosely) my 69th birthday, I got to thinking about the past and what my children and grandchildren have and are missing out on.

Last Tuesday, while sitting with fellow 'hookers' (rug) and watching the snow come down, my thoughts ran to cardboard. I'm sure you are saying the same as a couple of the 'younger hookers' in the room (they are in the late 50's) "cardboard"? At the time I didn't realize I had said the word out loud. It certainly wasn't a subject that had come up before and believe

me we cover a lot of subjects! Yes, cardboard. Haven't you ever gone looking for or in off seasons kept your eye out for the perfect piece of cardboard for sliding on the snow. Cardboard works in just about every snow condition when Flexible Flyers and Toboggans don't. Cardboard can carry one or more persons depending, of course, on the size and sturdiness of the cardboard piece. Blaze a trail and off you go, snow spraying your joyful face and maybe a little fear in your heart if the trail is a steep one. Then, at the bottom, you pick up your cardboard and truck to the top and do it all over again. So, as you can see, cardboard could be the perfect sled, light, so portable, works in almost all snow conditions and when it wore out or got left behind or forbid, stolen, just find another piece. I spent the first 6 grades in a one room schoolhouse and our teacher, Mrs. White, let us use our 'art class' personalizing our piece. And I might add, we were 'green' before we knew we should be. Cardboard left to the elements of snow and rain disintegrates and returns to the earth! How great is that?

On our way to the movies Wednesday, looking out at what could be great sliding hills, the moon shone on what looked to me to be Nirvana- crust. This makes for a perfect sliding experience.

My sliding days are over (at least the sliding that is fun) but I look back and remember what fun we had and if you used cardboard, no expense. Because of these memories, I never look at cardboard without evaluating it for its 'higher purpose'.





WORDS

Bateau..... The shape of the back end of early race vehicles, such as the Barchetta.
It looks like the bow of a boat and is commonly referred to as a Boattail.



Doug Smith is on his deathbed and knows the end is near. His nurse, his wife, his daughter and 2 sons, are with him.

He asks for 2 witnesses to be present and a camcorder be in place to record his last wishes, and when all is ready he begins to speak:

"My son, Bernie, I want you to take the Mayfair houses."

"My daughter Sybil, you take the apartments over in the east end."

"My son, Jamie, I want you to take the offices over in the City Centre."

"Sarah, my dear wife, please take all the residential buildings on the banks of the river." The nurse and witnesses are blown away as they did not realize his extensive holdings, and as

Doug slips away, the nurse says,

"Mrs. Smith, your husband must have been such a hard-working man to have accumulated all this property."

The wife replies, "The ass.... had a paper route!"

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

A couple are sitting in their living room, sipping wine. Out of the blue, the wife says, "I love you."

"Is that you or the wine talking?" asks the husband.

"It's me," says the wife. "Talking to the wine."

Wheel Tracks Academy



"Before The Lincoln Highway"

From Charlie Thompson

In 1912, four prominent Indianapolis businessmen who had participated in the "Four State Tour" for several years, proposed that the next year's tour should go to the west coast to help promote the Lincoln Highway. More than 70 men participated. Anticipating the difficulties of the trip, each man had to pass a strict physical examination to be ready for the strenuous exertion required, part of which would be at 11,000 foot altitudes. The tour would pass through places where few, if any, automobiles had gone before.

Required equipment for each vehicle included one pick or mattock, one pair of tackle blocks, 600 feet of 3/4 inch rope, one barn lantern to be hung on the rear tire carrier for the following car to follow if the leader's regular lights failed, one pointed steel stake 3 feet long to use as an anchor to pull the car out of sand or mud, 12 mudhooks (*mudhooks are wrapped around a tire*), one set of chains, one sledge, emergency canned foods, four African water bags kept filled, one 4 x 6 foot tent made especially for the tour with ground cloth and mosquito netting and which could be raised from inside the car and tied to the top and wheels. The automobiles, all made in Indiana and all of which finished the trip, were a Marmon, two Marions, a Pilot "60", two Haynes, two Americans, a McFarland, two Appersons, two Hendersons, an Empire, a Pathfinder "40", two Premier Trucks and one Brown Truck. The trucks carried tires, repair parts, camp equipment and supplies.

The tour set out on July 1, 1913 and covered only 65 miles that day. That night and each day for the next 34 days of the tour, banquets, luncheons, roadside entertainments, and speeches made it difficult to proceed more than 150 miles a day. Celebrations were planned by communities all along the route.

Continued on page 8



This is the main street of an Iowa town in 1915. The driver is Henry B. Joy, First President of the Lincoln Highway Association.

Gary & Nancy Olney's

1934 AERODYNAMIC HUPMOBILE



The Hupp being unloaded for the 2016 Shelburne Show

Hupmobile did quite well through the teens and twenties with 1928 sales of 65,862. However, sales fell to 50,579 in 1929 (when over 100,000 was expected) and with the Great Depression Hupp was in trouble, as were many other automobile companies. But Hupmobile still had a couple of bright spots ahead, if not in sales and the bottom line, certainly in styling. In 1932 Hupp came out with their "form fitting" fenders (also referred to as the cycle-fendered Hupps) as well as chrome-plated wheel discs. This car was designed by industrial designer Raymond Loewy and was extremely handsome.

Raymond Loewy is probably most famous for his design work for Studebaker. Beginning in 1938, he and his team designed several notable Studebakers including the 1953-54 Starlight Coupe and Starliner Hardtop, the 1955 Speedster and the Hawk models beginning in 1956. Later in 1963, Loewy was responsible for the design of the Studebaker Avanti.

Also designed by Loewy were the Aerodynamic Hupmobiles introduced in 1934. In terms of design, these cars were several years ahead of the square, box-like designs of most four door sedans of the time. Hupmobile itself still produced these "square" models along with the sleek aerodynamic model.

The Aerodynamic Model featured a fastback design that made the 4 door appear like a 2 door sedan with the spare tire and cover molded into the sloping trunk lid. Could this have been the inspiration for the continental kit of the 50's? It had a split rear window, maybe the inspiration for the '63 Corvette coupe. It had a 3-piece windshield, an early version of the wrap-around windshield of the 50's. It also had built in headlights which, except for the Chrysler and Desoto "Airflows" and Pierce Arrow, other cars didn't have until 1938-41. Cadillac was one that waited until 1941.

I believe one of the problems leading to the demise of Hupmobile was the expense required to develop all the models and body styles they offered. In 1932 there were 8 different models (two 6-cyl. and six 8-cyl.) featuring from 1 to 6 body styles for each model. In 1934 there were 7 models (four 6-cyl. and three 8-cyl.) with 2 to 6 body styles in each model.

There were three 121" wheel base 6 cyl. models in 1934: Series KK-421A (90 HP) with 6 different bodies; series K-421 (90 HP) with 4 bodies; series 421-J (93 HP) with 3 bodies.

The car I have is a Series 421-J sedan. The original owner was a gentleman from West Townsend, Vermont. My dad tried to buy the car in the '60s, but it wasn't for sale. Some time later it was sold to Donald Miller of Miller Construction in Windsor, Vermont. My dad bought it from him and a friend, Milton Norris, restored it - probably in the early 70's. Milton, had recently retired from one of the machine tool shops in Springfield and did an amateur restoration including mechanical work, body work (rust) and paint. Some of the chrome was replated, but the bumpers were simply painted silver. The interior is still original. We brought it to Derby Line in the late '80s and used it for several years touring and going to shows in Sherbrooke, Que., Enosburg, Newport and other local events. It hasn't been used for several years now but deserves to be back on the road again with a better paint job and chrome bumpers!!

I've had comments on the car from: "that's the ugliest car I've ever seen" to "Wow! What awesome styling". I guess beauty is in the eye of the beholder. The design was deemed good enough to get our Hupp recognition for "Best Original Design" at the "Art of the Car" themed car show at Shelburne Museum in 2016. Good Job, Mr. Loewy!

As for the fate of the Hupmobile, it was all downhill. There was never a 1937 model introduced, but a few cars were built from left over 1936 parts. In 1938, for \$45,000, Hupmobile purchased the dies, tools, etc. that were used for the defunct 810/812 Cord hoping this could be their salvation. It wasn't and after only a few hundred Hupp Skylarks were built, Hupmobile was out of the automobile business by 1941.



Edi Fiske

The Roadside Diner



Apple Torte

1 egg
3/4 cup sugar
1/3 cup all purpose flour
2 to 3 cups of apples, sliced

1/4 tsp salt
1 1/2 tsps baking powder
1 tsp vanilla
1/2 cup chopped nuts

Whipped cream or vanilla ice cream, optional

In a medium bowl, beat egg with sugar; stir in flour, salt, baking powder, vanilla, nuts and apples in order listed.

Turn into a buttered 9-inch pie plate and bake at 375 degrees for 30 minutes. Cool and serve with whipped cream or ice cream, if desired.

★ ★ ★ ★ ★ The VAE March Email Auction

Below you will find items identified by lot numbers.

If you would like to make a bid simply

email gafiske@gmail.com, state the lot number and place your bid.

There are no reserves and on the 10th of March the bidding will close. The winning bidders will get an email telling them where, in Milton, Vermont, they can pick up and pay for their items.



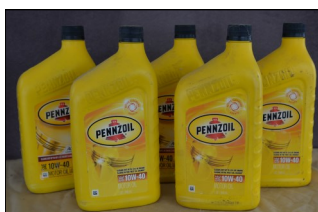
Read last month's winning whom bidders are listed on our gossip page



Lot 1-3
1 case 20W50
motor oil (6qts)



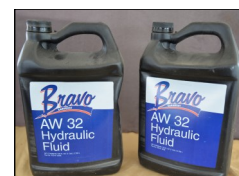
Lot 2-3
10 Qts. 5W-20
Full Synthetic oil



Lot 3-3
5 Qts. 10W-40
Motor oil



Lot 4-3
Misc. package
All good stuff!



Lot 5-3
2 Gals.
Hydraulic Fluid



Lot 6-3
Misc. lot
More good stuff!



Lot 7-3
3 cans (11Oz Ea)
Dot 5 brake fluid



Lot 8-3
Money clip



Lot 9-3
Costume jewelry
necklace



Lot 10-3
Misc. Lot
All good Stuff!



Dave's Garage by Dave Sander



**** ALL LINED UP****

Several months ago I received an email from a Vermont high school student through my MG club's website. This high school senior explained that to graduate from high school, the school required seniors to complete a senior project. This project required an adult to mentor them and guide them through the project.

The project is a 1964 MGB that has been parked in a wood shed for decades. The car was not put into storage, it was simply parked. To get the car running, all of the fluids needed to be changed, the front suspension needed to be overhauled, the carburetors needed to be rebuilt, the fuel pump and fuel lines needed to be replaced, the radiator and the water pump needed to be replaced, and the brakes needed a thorough overhaul.

I have assisted this high school student with the project for the last few months. The car is almost road worthy. The initial startup is only days away.

This project is very important to me for several reasons. It is very rare to find a high school student with an appreciation for automobiles, and an interest in learning how they work and how to maintain them. I am enjoying the opportunity to teach a teenager how to maintain a car, and I am also glad to be returning another MG sports car.... back on the road.

The really nice part of this story? This high school student knows how to drive a standard, and she is a woman.



The picture below is one found by Wheel Tracks on line. What a beauty. The car to the left might be like this someday.

How many of you would like to know more about this high school student and her plans for the future. Is she at one of Vermont's Career Centers. Maybe if we ask Dave 'real nice' he could 'author' something for us.



Wheel Tracks Academy

Before the Lincoln Highway From Charlie Thompson

Continued from page 5...

At one point in Colorado, gasoline was hauled 70 miles by horse team and given free to the tourists. Another supply was hauled 65 miles and also given free. Near Bishop, CA. the citizens prepared a complete camp in the mountains where the president of one of Bishop's banks acted as cook and leading citizens as waiters. Nearing Oakland, CA. more than 1200 automobiles came out to escort them into the city. Governors, mayors, and other dignitaries met the tour at every stop with towns decorated and thousands of citizens turning out to welcome them.

Their trip provided evidence that cross country automobile travel was feasible and raised interest and enthusiasm in the yet to be created New York to San Francisco Lincoln Highway.





Someone, a while back, sent Wheel Tracks an email address where some outfit, every day, hunts many of the internet sales sources and puts an email together, with pictures, of 8 or ten old vehicles that are for sale. They are call "Barn Finds". I know the "barn find" term has been beaten to death and in many cases has been totally misused. I have to admit, this daily thing is a little interesting. Just go to barnfind.com and you will see what I mean (you don't need to use the underline).

I was asked last summer, at the VAE Car Show in Stowe, to take this picture to the right but never got a good explanation. So we will now take guesses from anyone who might have a really, really good one. Is this someone's "private" #1&2er that someone has hidden? Maybe it is an ATM in disguise! What are your guesses? I will print guesses in this column next month along with the authors. How many of you have ever "tipped over" an outhouse...back in your youth? I remember one I helped tip over in East Fairfield, Vermont, one Halloween night. It's been 58 years now so it might be safe letting the cat out of the bag.



A mystery might be solved. Wheel Tracks published this photo to the left last month because the owner of the photo wanted to know what it was. Gael Boardman thought he knew exactly what the car was but had some doubts if he was correct when he didn't see a cross-bar between the headlights. The mystery was solved when Gael realized there was a blanket hiding the bar, for winter temperatures we are sure. He claims the car is a 1932 Ford roadster.



Here is some house keeping for you.... Some of you did not get your February Wheel Tracks in the mail. That might have been for a couple of reasons. **One...** you had not paid your 2017 membership and your name got taken off our mailing list. **Two....** The post office screwed up and lost your copy. There are a couple of you that we know about in example number 2 and 84 of you in example number 1.

In both cases, if you let me know, (gafiske@gmail.com) I have a few extra copies left over and will mail one to you if you want.

On a second piece of house-keeping.... Last month went to press before our 1st. Vice had the February event put together. When the event details did come together, **John Lavallee** posted a member email announcing the details for the event. The only problem here is that John does not have everyone's email address. About 120 members could not be notified. **Jeff Mclay**, our 1st Vice, planned to use our roster to call you. We know many simply do not use computers but out of the 120, I will bet some do have emails. Could you send John Lavallee an email so he can get you on his list? We promise your address will not be used for anything else.

Hey...we have been getting some really good writing from members lately. I hope you have read Charlie Thompson's very interesting Wheel Tracks Academy about the Lincoln Highway. Really good stuff. I wonder if "Wheel Tracks" asked nicely, if someone would do a little research and a little column for us on a couple of subjects....

#1... To keep our stored vehicle batteries plugged into a maintenance charger all winter or not? I don't like the idea of anything plugged in "all winter....24/7", building fires scare the heck out of me. What if I just walk my regular charger around to each battery for an 8-hour charge a few times during the winter? There could be a lawn mower, the 4-wheeler, the golf cart, the old cars and whatever else those very expensive batteries are sitting in.

#2.... What is the deal about "single flange"...."double flange" and "bubble flange"? Then there is that little stupid "ring thing" that you sometimes come home with when you need a copper fitting. What's the point? I have one old tool that has worked great for years, I think the flange it creates is a "single flange", why can't I stick to this old tool for all my flanges. A little history and little tech-talk could really help here!

The February VAE Auction was another total success. Lot # 9-2 was the only one not getting a bid, so you could have made a bid of, say \$2.00, and won 6 brand-new-in-the -box windshield wipers. **Toooo Bad.....**

The auction winners were....

Don Rayta won the AACA pendant for \$3.00 and 15 Qrts of 5W30 oil for \$27.77.

Edi Fiske won the lot 2-2 Broche for \$5.00

Duane Leach won the lot silicone spray for \$4.26, and the 4 containers of Dot4 brake fluid for \$6.30

Ron Perry won lot 5-2 85W140 oil for \$14.51, the 10 quarts of 5W20 synthetic oil for \$23.00 and the 5 gallons of anti-freeze for \$23.00.

Gael Boardman won lot 6-2, 5 pounds of bearing grease for \$4.50



VAE member and Shelburne Car Show Chairman, **Ernie Clerihew**, found this picture for Wheel Tracks of the "**Rutland Machine & Automobile Company**" where it is thought last month's feature car was purchased new. According to the sign, the company sold E-M-F and Franklin Autos and our story claims this is where Mr. George Lamphere walked in and bought his 1919 Franklin touring car. This is 107-109 West Street, Rutland, Vermont

Additional classified.....

For Sale.... 1926 Chrysler
4-door 6-cylinder.

Large sedan, in beautiful restored condition. Factory hydraulic brakes, a driver, outstanding restored interior, dual rear spare tires.
\$15,000.

Car is located in Nova Scotia. Owner will deliver free to the US border. Call VAEer, Dave 802-533-2291





**A Little More History on That
1927- 426 Packard
that has been in Wheel Tracks lately.
VIN...119023**

VAEer **Bryce Howells** has recently sold the Packard
to our current President, **Dave Stone**

A.G Swinyer Lived in Cambridge VT. and took a train
to Burlington through Underhill to Essex Junction on
the way to his lumber business on North Street in
Burlington. He purchased the car in 1927 from **Taplin
Motors**, the Packard, Dodge and Hupmobile dealer in
Burlington. The dealership was located at 237 North
Avenue. Mr. Taplin was the son-in-law of **CH Goss** who

started at Packard Vermont Motors Inc. in St. Johnsbury. **Charlie Goss** had the Packard, Dodge, Hubmobile dealership for all of
Vermont and one half of New Hampshire. Goss was also the first to recap used tires in Vermont. **Mr. Morris Devereaux** worked for
Packard Vermont Motors in 1928. He worked as a car salesman in St. Johnsbury. The next year Morris moved to Burlington and lived on
Buel Street in order to work for Taplin Motors. Morris always told that Charlie was a very "natty" dresser. Mr. Goss always wore a
white shirt and tie with a red flower in his lapel. Morris Devereaux died a month short of his 101 birthday in Plattsburg, NY., on August
12, 2009.

A.G. Swinyer's daughter, Greta Swinyer, was a school teacher in Cambridge starting in the mid 1930s. She married Harold
Stufflebeam from New York State and lived in Cambridge. Greta assumed ownership of the '27 Packard from her father and in the
1950s decided to sell it. Greta's neighbor, Carroll Jones, owned the gas station across the street and had decided not to buy the
Packard but the word got around that it was for sale.

The first VAEer enters the story here.

The local International truck dealership in Underhill was owned by **Elwood Clark**. **Elwood and his son Randy** were great friends of
VAEer Clark Wright and when Clark stopped by for a visit in 1958, Elwood told Clark about a Packard for sale in a barn up the road in
Cambridge. Clark's immediate thought was he probably could not even afford to buy a hubcap from the car, since he was only then be-
ginning his career after graduating from school. So, Clark did the next best thing, he contacted **Peveral Peake** who contacted his
friend **Gael Boardman**, both VAEers who immediately put a deal together.

Clark tells the story of working at an Essex service station at the time and watching Pevy drive into the station yard to show him the
Packard. He had just finished getting the car running in the Cambridge barn, after many years in storage, and was making his "maiden"
drive home to Bristol, VT. When the Packard was driving away from the station, it's owner told Clark, he did not want any more of his
friends coming by in "those junkie cars".

So here is the genealogy so far.....

Peveral Peake and Gael Boardman bought the car from Greta Stufflebeam in 1958.

Mahlon Teachout and Amos Roleau were other owners of the car along the way.

Peter & Liz Markowski owned the '27 Packard in the late 80s and early 90s.

Liz later used the car as collateral on her Women's Boutique store in Vergennes, VT.

Avery hall owned the car for four years until selling it to **Bryce Howells** in January 1999.

David Stone purchased the 1927 Packard from Bryce in January of 2017



J.W. Murkland is 4th from the left in this early picture of his foundry & machine shop on Water Street in Barton, Vermont

"The Barton Company that built that Stove"

In last months **Wheel Tracks**, a shop stove was mentioned that was made by the J.W Murkland Company of Barton, VT. A request was made for more information on this Murkland company and the former owner of the stove, **Ken Barber**, went to work. He sent a wonderful, very extensive story that cannot be covered completely here, but if you want to let **Wheel Tracks** know, a full copy can be sent to you.

The company was in business in Barton from 1875 through 1940. Murkland was born on the ship while his Scottish parents were immigrating to the U.S. in 1840. They settled in Lowell, Mass., where they worked in the textile industry.

Murkland moved to Barton in 1872 to start his own business, and by 1876 had borrowed the funds and built this 3-story machine shop that you see in the picture.

Plows were highly needed in those times and the company soon started marketing 20 different styles throughout New England by adding a foundry to the business. One of the styles they introduced became very popular because the plows were off-set from the horses allowing them to not have to walk on the overturned furrows. The company's business included machinery repair but also manufactured stoves, benches, cider presses, buzz planers, granite polishing machines and many other items needed of those times. His shop employed as many as 25 men.

Mr. Murkland died of cancer in 1915 and the business was operated by other companies until 1941, still using the Murkland name. In 1941, the federal government bought the shop's equipment and leased the property. The National Youth Administration used the facility to train machinist as part of the war effort. Later on, the Barton Academy used the shop to offer machine shop courses to it's students.

You have probably read about the Vermont machine industry that spanned for many years from Springfield, VT, through the upper valley in the North-east Kingdom to the Canadian border. Today, much of the industry has left Vermont.

Thank you Ken Barber.

Dear Wheel Tracks,

I know this is old news, but I thought our readers might appreciate this note I just received with my '22 Cadillac carburetor rebuild from Jeff. I am entertaining sending a petition to our illustrious members of Congress about the harm they are really inflicting on the environment by succumbing to the Corn Lobby. Please see attachment.

Hope all is well, Bill Fagan

Special Notes... Ethanol: what a nightmare! This stuff has caused all sorts of problems. Because it contains less energy than the gasoline it is mixed with, the engine must work harder to accomplish the same result. Working harder equals higher under-hood temperatures. Unfortunately, ethanol (hence the gasoline blend) boils at the lower temperature than pure gasoline. Results: **reduced fuel economy** (typically 3-4 MPG) and more frequent occurrences of **heat soak and vapor lock**.

Heat soak occurs when heat rising from the engine after shut-down saturates the carburetor and causes the gasohol to boil out (it boils as a lower temp, remember); much of the gas boils into the carb throat. Now the engine is flooded and it won't restart until it cools down. It may also leave a mess on whatever is beneath the carburetor.

Vapor lock occurs when the engine heat becomes so extensive that the gasohol boils in the fuel pump or the fuel lines. The fuel vaporizes before it can reach the carburetor, and the fuel pump simply can't "pump through" this bubble of hot, vaporized fuel. Same result: the engine is not going to re-start until it cools.

The old carb doctor can not fix heat soak and vapor lock, nor can we solve the fuel economy issue. Therefore, these three problems cannot be covered under our warranty! Reducing engine temperature through various means and use of a regulated electric fuel pump may help, but no promises; I am sorry.

Happy Motoring, Jeff Dreibus... "The old Carb Doctor"



My Story

First, a little background into my story.

I was in the US Army serving in Hanau, Germany, during 1952, '53 and '54. I was a member of the 24th Heavy Truck Battalion and my job was "Non Commissioned Office of Courts and Boards". I had a suite of officers and a courtroom, a German woman for a secretary and my responsibilities were to schedule and process court martials.

The German people were still trying to put their lives back together, eight years after the war. Not many owned automobiles, some had motorcycles but the vast majority walked or rode

bicycles. Many of us GIs owned automobiles and I had purchased a 1938 Opel 2-door sedan. It looked like a three quarter sized American 1938 Chevy. Gas for Germans was equal to about 85 cents per gallon, an exorbitant price at the time. I could purchase gas at the military PX station for 15 cents per gallon. Also, registration was one dollar a year and my driver's license was free. Life was good.

We used our cars to sometimes visit old historic castles and ruins, but mostly to go night-clubbing at the local Gasthauses. A Gasthaus was a restaurant and bar, but mostly were just neighborhood bars, where we would meet and mingle with the locals.

So, one evening after dark my buddy George and I were heading to the small outlying town of Steinheim to visit a favorite Gasthaus. A couple of miles from our destination my headlights picked up a person lying in the road. I pulled up to an elderly German man and a mangled bicycle. As we got out to check on him, he pointed ahead to a wrecked BMW motorcycle and that rider was also lying in the road with broken pieces of motorcycle scattered around. The old bicycle rider let us know in no uncertain terms that the BMW rider had struck him. As we approached the motorcyclist he picked up his wrecked BMW, gave the starter one kick and took off. It was hard to believe the BMW was still running. We quickly started after him in the Opel and caught up, in about a mile, as he was cruising along at a moderate pace. We got close enough to copy down his plate number. About that time he looked back and realized we were the car that stopped at the accident.



At that, he twisted the throttle, 2 puffs of smoke came out of the twin exhaust and he was disappearing in the darkness. My 4 cylinder Opel could not keep up and he was soon out of sight. But I knew he was entering the narrow and crooked stone walled streets of Stienheim, so we pressed on. Sure enough, we came to a sharp curve in front of our Gasthaus destination and there was the motorcycle, once again, lying on the cobblestone street after sideswiping a stone wall for 20, or so, feet. A couple of GIs had come outside and said the sparks really flew when the BMW hit the wall. So this time about 4 of us started for the BMW driver and unrelievedly, he picked up the motorcycle with the twisted handlebars, among broken parts scattered around, started it again with just one kick and departed at a fast clip.

I drove back to where we had left the old bicyclist and found him limping along, pushing what was left of his bike. We left the bike at a nearby house and gave the old guy a ride to the Steinheim police station along with the license plate number we had. By the way, the old bicyclist was still clutching one of the BMW rider's shoes in his hand.

So then we relaxed at the Steinheim Gasthaus with what we deemed, were a couple of well deserved good German beers, which was our original plan for the evening anyway.

Thanks for letting me share "My Story", John Mahnker

From the editor.... Wheel Tracks has Marvin Ball's story ready for the April issue. These are great, please keep them coming.

Vermont DMV Info and Q&A session with Patrick McManamon

March 15th at 6:00 PM sharp. Come join fellow enthusiasts and Patrick McManamon (highway safety specialist for the Vermont DMV)

We will meet at the DMV building in Montpelier at the side entrance (with the handicap ramp.)

Mr. McManamon has graciously agreed to give our club a tutorial on the various exceptions and special circumstances that our beloved antique automobiles fall under, when it comes to registration, licensing, inspection, etc.

Feel free to ask him further questions here, and clarify any DMV or vehicle law mysteries you might have!

Coffee and tea will be provided

Be sure to be there on time, as the DMV building will be locked during the meeting, there will be someone on hand to let us in until 6:00, but no guarantees for any later than that! Questions.... Call Jeff McIay 802-454-7853.

****** If you want the latest VAE events schedule, John Lavallee invites everyone to visit our website (vtauto.org) and click on "See all VAE Events"**

April 23rd, Sunday..... The 47th Annual Swap Meet and Car Show at Fitchburg Airport, Fitchburg, Mass.

An Early Ford V-8 Club event.



Saturday June 3rd - 8:00am to 2:00pm....THE LONE PINE CAMPSITES ANNUAL 2017

CAR SHOW, at Sunset View Road; Colchester, VT. Open to the Public (Rain or Shine)

BREAKFAST SANDWICHES and LUNCH PROVIDED BY

MR. RICK'S CHUCK WAGON Starting at 8:00 am.

\$10.00 Registration Fee to benefit Camp-Ta-Kum-Ta

Music provided by DJ Eric Langlois, All Car/Truck Models Welcome

Trophies Plus Campers Choice 50/50 Raffle and Giveaways

How to become a member of the VAE:

Go to the website
Vtauto.org

And then "Click" on to
JOIN VAE
For the application.

Only \$30.00 per year, \$50.00 for 2 years

VAE Board meeting dates in 2017
at Whitney Hall in Williston
at 7PM.

April 9th
July 7th
October 6th

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



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1/17



Wheel Tracks Classified

For Sale.... **1913 Stevens Duryea touring, original, runs nice. **1913 Ford T touring, running, drive it home, **1953 Bentley sedan, nice paint/interior, good road car, **1954 MGTF, older restoration, still very good, **1922 Cadillac touring, very good condition. Call Dave Rice, 802-985-5201

Rod Rice collection for sale....

Car magazines/ sell as a lot: various titles, old issues. Car manuals/ sell as a lot: many car types and some covering many old cars.

Call Ken Gypson, 518-423-7565

For sale..... Good generator for 1949 Crosley 50.00
Brattish plate 100.00 1928
Wilys light 50.00
1928 Erskine light 50.00



Call or email
ken0@fairpoint.net or
8027963773 Ken Cota
Alburgh, VT.



March Bumper Sticker...

I am old enough to
know better
But
young enough
to do it
anyway

Do you need a VAE name tag? Contact Christina

christina.mccaffrey@vtmednet.org

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

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

**A friend has decided to sell her black
1986 Mercedes 560 SEL four door
sedan.** The car has power leather seats, power windows, automatic transmission and new tires. Mileage is 127,128. It's priced at \$11,500 and has just been lowered to \$7000.00. Please contact **Tom Pierce** at 802-767-3350 for further information.



From Isettas to Piper Airplanes Steve Miracle's Restoration Shop Covers It All

Steve's shop is in East Montpelier and asked what his shop specialty might be, he says "Sorting out electrical problems seems to be the thing I do best and what other shops tend to find difficult".

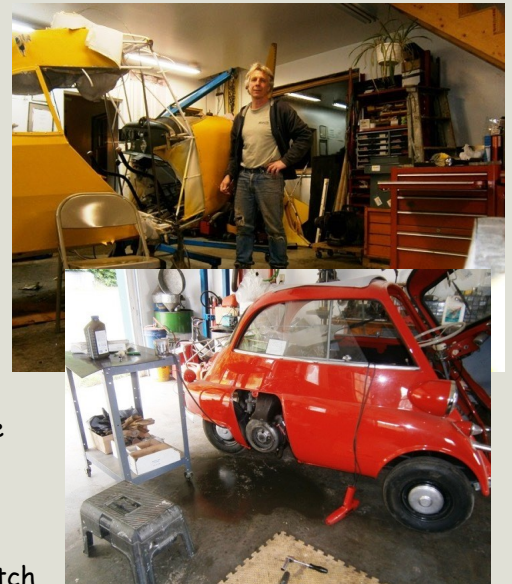
The Swanton Isetta was unable to attend last year's VAE show in Stowe because of electrical problems until

the Bombardiers took the car to Steve's shop. As we witnessed at the show, the little car perked along very nicely. Battery powered car problems and rebuilds are also part of the shops work-load.

Fred Cook's TR3, Bob Olstein's Mini and Fiat, and Steve Skinner's Cessna are also living life large today because of Steve's work. A TR6 just came in that needs clutch work, carb rebuild, front end bushings and some electrical stuff done, this is the reason he likes going to work in the morning.

Steve has been in the business for 25 years now and has asked his shop to be added to the VAE "Yellowed Pages" on our website.

Stephen Miracle, Miracle Energy Systems, LLC, 645 Barnes Rd., Montpelier, Vt. 05602
802-223-3524



VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



“A Show Stopper”

The 1973 International Scout II from Newfields, NH.

Owned by **Caleb Fields**

March 2017



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Wheel Tracks received a nice letter from “Old Cars Weekly” recently, accompanying the award certificates you see in this picture. They apologized for the glitch and notified us we had, in-fact, won the award for 2014 and for 2015. It was a while back when Wheel Tracks won it's first Golden Quill Award and if we have our facts correct, we have received the award every year since.

As you read every page of this issue and see the wonderful submissions that Wheel Tracks gets from you, the members of the VAE, you can easily see how Wheel Tracks might get recognized. We are a very special car club.

The 2016 awards will be announced in a few weeks, what is your guess we get another Golden Quill award?

Thank you “Old Cars Weekly”