

Wheel Tracks



**Ken Taplin's 1969 Karmann Ghia Convertible
Honoring Karmann Ghia's 60th
Anniversary.....page 6**

3]... From the Prez, the Editor & The Chair...

4]... "Spring Cleaning...Nancy's Way

5]... A Little Humor

8]... Dave's Garage.... "Tire Dating"



9]...Some Gossip & the VAE May Meet

10]... History of the Car Radio

12]... Travels with Gary "O"

13]... More Donations to our Great Programs

15]... "C" is for the Carey Automobile

16]... A Fiero & a Locomobile

VAE OFFICERS AND DIRECTORS

Jim Sears – Chairman
802-482-2698 packardsu8@netscape.net
Robert Lalancette – President
802-849-2692 rjlalancette@myfairpoint.net
Dan Noyes – 1st vice & Activities Chair
802-730-7171 dan@streambanks.org
Dave Lamphere- 2nd. Vice & Assistant Activity Chair 802-878-4020 davelamp@together.net
Dick Wheatley- Treasurer
802-879-9455 rwheatcpa@aol.com
Bill Sander,- Recording Secretary
802-644-5487 sander@pshift.com
Joanna Therren Conti 802-244-8375
Les Skinner Exp. 2014 802-485-8150
Ed Hilbert 802-453-3743

Auditors– **Leo Laferriere, Doris Bailey,**
Ray Tomlinson

VAAS Directors
Wendell Noble– Chairman
Charlie Thompson– Secretary
Dick Wheatley–Treasurer
Gael Boardman
Tom McHugh
David Sander
Bob Chase

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.


*****Contact Us At*****
vaeinfo@gmail.com

*****Our Website Is*****
vtauto.org

Membership
Only \$30

EVENTS.... WHAT'S NEXT ?

May

 **May 17th, Saturday 9AM....**The May meeting of the VAE will be held at Gates Salvage in Hardwick VT (231 Craftsbury Rd, Hardwick, VT 05843 (802) 472-5794)
More info on page 9

June

June 6, 9AM to 3PM... "Now & Then" car club's 24th annual car show and flea market. Westminster Central School, Westminster, VT. More info call 802-257-3053.



June 7th & 8th...The 28th Annual Manchester Antique and Classic Car Show.

See..... <http://034f961.netsolhost.com/wordpress1/>

June 21st..... 50th National MG T meet in Middlebury

June 28th, Saturday 10AM to 3PM..... A Multi Car Club Meet in Bethlehem, NH at 4093 Main Street. A Cook out, horse shoes, swap meet & car show. Contact Bob Lalancette at 802-849-2692 if you want to join him.

July



July 7th, Monday 7PM.

VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

August



August 8th, 9th & 10th

THE VAE STOWE
CAR SHOW

September

September (no date yet)– Allsops Best of Britain. Newbury VT Jaguar E-Types restoration shop ..Tentative

October



October 6th, Monday 7PM.

VAE Board of Directors meeting at Whitney Hill Homestead's common room. Williston, VT. All are invited.

October 8th to 11th... 2014 AACA Eastern Regional Fall Meet at Hershey, PA

SEE 2014 TENTATIVE
EVENTS ON PAGE 4....





FROM THE PRESIDENT... BOB LALANCETTE

Wow, winter is still here! I have not been outside much to enjoy the cross-country skiing or snowshoeing. I guess the bitter cold just turned me back into the house. I should have been in the garage but heating it with \$4.50 gallon kerosene would have been an expensive thing to do. So I have been looking at car magazines and looking forward to a new Wheel Tracks.

Knowing what I have been doing, I think that most VAE members are going through the same. So here is the request again. What is your story? It is going to warm up quickly so while you have the time, please jot those stories down.

I asked a Stowe car show attendee for his story. He and his wife responded with a

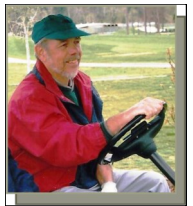
great article that was filled with their history of 43 years of attending. I'm sure it will appear in an issue closer towards August. I hope some of my early year car memories have sparked something in you to write and dig into those pictures that we can scan.

The April Wheel Tracks really brought forward the history and experiences that our members and their mentors have gone through. Years from now we will be looking at the reprints of the back pages with Jason Warren and Zander Thompson in their toy cars and they will be writing about their early memories. You must have had someone show you something that influenced you, gave you an idea or confidence that made you say, "I can do that". I know I can stiff hitch a car, pull an engine, disassemble it, hone the cylinder walls, ring it, and reassemble. I can do these things because someone showed me. How did you get your current ride? What was your first car? Did an uncle have a unique car that you rode in? Did your aunt have that red Dodge or 454 Malibu convertible? Do you have some old pictures of you and that special car of your past?

Wheel Tacks is the place to share that history. We can all learn from you.

YOUR EDITOR... GARY FISKE

I have a lot of "golf tales" to tell this months but not a lot of car tales. It's surprising what a little March sun in South Carolina can do for your temperament. I am not going to get into how southern fried chicken...*to die for* and sausage gravy on baking powder biscuits can temper leather belts....



I had to somewhat rush to get the April Wheel Tracks out the door and as it turned out we had the most-ever really nice comments from you folks.....thank you.

I hope **Christine Stone** got a nice welcome from you, I certainly heard how great it was to have her onboard the "Softer Side" column. I am at a quandary about crossword puzzles. I have put a few in **WT** but hear basically nothing back. Personally, I am not patient enough to like them but I know some folks love them. Could you tell me your druthers?....if I don't hear anything, May will be our last crossword.

Nancy Olney's column this month is one more wonderful story of female insight. Thank you Nancy. If Spring Cleaning results in any items you want to sell, remember we can always use more Classified ads. They are free to members and what I have witnessed, very effective at least for those special items that you want to sell.

If this issue gets to you before the 26th of April, you need to know the VAE Meet will be at my place on Duffy Hill, please plan to come. Dan Noyes had a curve thrown at him and the planned April meet location was cancelled. We need to thank him for hanging in there.....

VAAS LISTENING POST From Wendell Noble, Chairman

In my last column, I talked about our intention to expedite unifying the VAAS and VAE into a single corporation. Well, officers of both boards have been pursuing that goal. Since my last column, we've sought and received guidance from legal counsel and the appropriate IRS office as to our options for achieving it. As a result of those consultations, a few observations have come into focus.

Our present status with the VAE classified as a 501 c 7 (social club), sponsoring the Stowe car show, exposes us to risk of a significant tax liability if challenged by the IRS.

Our application for 501 c 3 (charitable/educational organization) for the VAAS specifically refers to the Stowe car show, stating that the VAAS "... will have no role in conducting the present car show itself."

The approving officials at the IRS have advised us verbally that it is likely that the Stowe car show, if properly described, would be acceptable as a 501 c 3 activity.

The by-laws of the organization are not of particular concern to the IRS, although they would be to the State of Vermont where it is registered.

However, we proceed from here, it should be with the full concurrence of the vast majority if not all of our members. I think the most logical thing to do is to either reapply to the IRS or ask to amend our prior application to include the annual car show at Stowe as an educational fund-raiser of the 501 c 3 corporation. Please let us know what you think. We want to know your opinion. It really matters.

Editor's note.....your concerns and opinions will be published in our June issue. Editor's contact info is on page 2

"THE SOFTER SIDE"



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

Spring Cleaning? By Nancy Olney

I often envy those people that can give away, clean out, get rid of or even sell their things. So many of us have the tendency to hang on, pile up and when full, buy more. I do think that "car people" tend to be some of the best savers. Of course, all under the guise of collecting. Some may even go far beyond collecting but that would be according to the "collector's" eye. Pardon me if I pick on the "car people", but those are the sort I usually 'hang' with. And maybe after this is published, I may literally, 'hang'!

Before you make a face and have an evil thought toward me, let me ask- has anyone of us come away from a well-organized shop/garage/warehouse and say - "boy, am I glad my place doesn't look like that"! When we try and keep more than we have space, it can cause frustration trying to find things and duplication - can't find it or forget you have one - so get another. There is no one more aware of how much these things are loved but something happened recently that made me aware of how liberating and what good things can happen when you take the leap and let some go free.

Gary had a unique Hudson-Camper, which he really loved owning. He had a chance to sell it for a good price and with some major projects at home and camp, he reluctantly let it go. Fast forward 5 years- about a month ago (or so), he received a call from a man in Texas who had just purchased it from the man Gary sold it to. He wanted to know the history of the Hudson, etc. Gary happily got pictures and other information together for him and was able to hand deliver it to this gentleman in Texas when Gary went to Oklahoma in March. What did Gary get - a new car friend (who by the way has a fabulous organized Hudson collection) and the satisfaction that his loss was in a place where it is loved and I might add - running!

The point being that when things move from your hands to others, it can and probably, more often than not, lead to good things like a new friend and connection in this wonderful car network.

So do your spring cleaning and let some things go to someone else that will enjoy them and take care of them as you have. My goal is to have everyone coming to our place say, "Wow"; I wish my place looked like that"!!

A 2014 tentative VAE Meet schedule from events planner Dan Noyes

May 17th - The May meeting of the the VAE will be held on Saturday the 17th at Gates Salvage in Hardwick VT. See page 9 for details.

June 21st- 50th anniversary of the MGT "Gathering of the Faithful" Middelbury <http://www.nemgtr.org/index.php/50th-anniversary/50-at-50-publication-2> I will get Dave Sander to give us a write up for Wheel Tracks.

July 19th- Pot luck cook out at David and Cereta Lampheres - Weather looks good!

August - Stowe Car Show

September 20th - Pierce Reid - Stowe Rolls Royce restorations <http://www.vintagegaragevt.com/index.html>

October - Gypsum Tour.

November - Annual Meeting - I guess we will not be at VT tech. Lets chat about some suitable locations (Commodores in Stowe, The Crop in Stowe is a sponsor of the Stowe show. I heard some churches will accommodate. Perhaps we will have a chance to chat at Grays.

December - Christmas luncheon Daniel Noyes -Program Coordinator



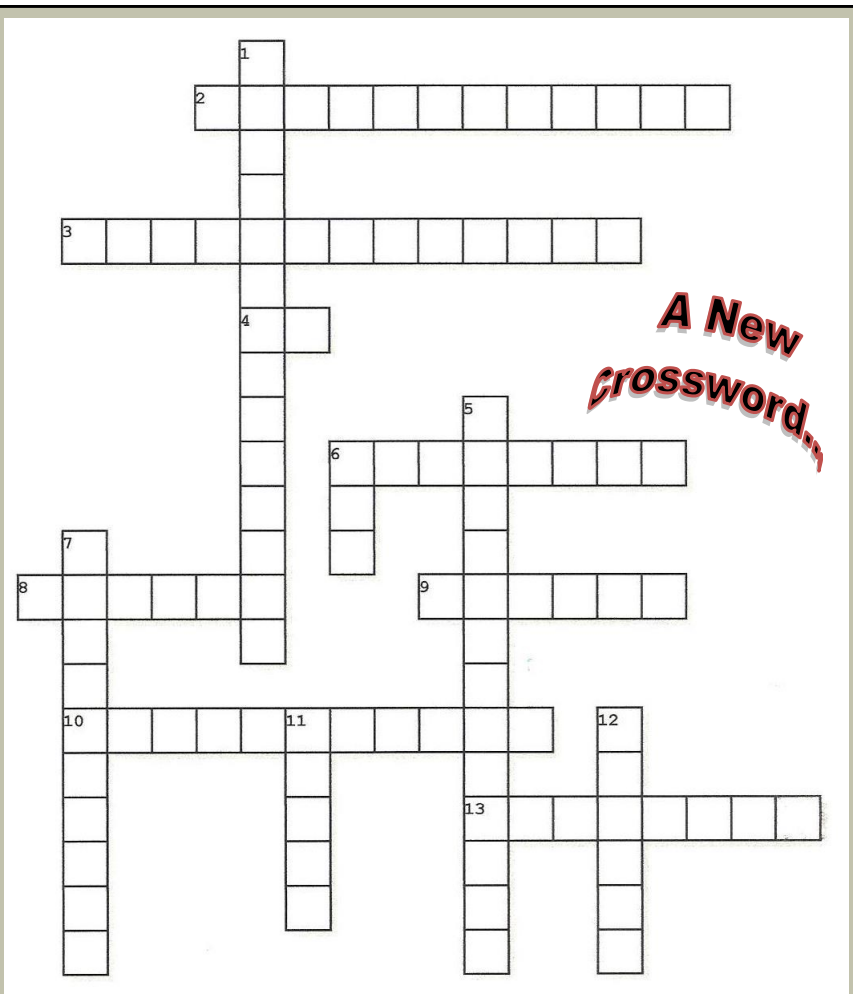


A lawyer and an engineer were fishing in the Caribbean. The lawyer said, "I'm here because my house burned down, and everything I owned was destroyed by the fire.

The insurance company paid for everything." "That's quite a coincidence," said the engineer. "I'm here because my house and all my belongings were destroyed by a flood, and my insurance company also paid for everything." The lawyer looked somewhat confused. "Hmm How do you start a flood?" he asked.

A man and his wife were driving their RV across Florida and were nearing a town called Kissimmee. They noted the strange spelling and tried to figure how to pronounce it -- KISS-a-me; kis-A-me; kis-a-ME? They grew more perplexed as they drove into the town. Since they were hungry, they pulled into a restaurant to get something to eat. At the counter, the man said to the waitress; "My wife and I can't seem to be able to figure out how to pronounce this place. Will you tell me where we are and say it very slowly so that I can understand?" The woman looked at him and said; "Buuurrrgerrr Kiiiiinnng."

Junior had just received his brand new drivers license. To celebrate, the whole family trooped out to the driveway and climbed into the car for his inaugural drive. Dad immediately headed to the back seat, directly behind the newly minted driver. "I'll bet you're back there to get a change of scenery after all those months of sitting in the front passenger seat teaching me how to drive," said the beaming boy to his ol' man. "Nope," came dad's reply, "I'm gonna sit here and kick the back of your seat as you drive, just like you've been doing to me for sixteen years."



**A New
Crossword...**

Across

- 2 Where is octagon shape of MGs logo from
- 3 What car maker used star of david logo
- 4 What state is it illegal to shoot rabbits from a trolley car
- 6 The city to 1st have parking meters
- 8 Car known as Swallow Sidecar (SS)
- 9 160 cars wide...widest road in the world
- 10 First car calling itself a convertible
- 13 Waiting time to get a car permit on Catalina Island

Down

- 1 First production V12 car
- 5 First car to have seat belts in 1902
- 6 How many Phantom Corsair were made in 38
- 7 What are MGs T models
- 11 Israeli made car
- 12 Chev Corvair with 180hp

Answers on page 7

"You know, Dad," 16-year-old Jimmy started. "I'm 16 now and I think it's time that we talk about getting a car for me to drive." "Well, I'll make a deal with you, Jimmy," his Dad replied. "We'll talk about this car idea when you bring home a good report card and you get your hair cut." A couple of months later, Jimmy brings home his report card. "Here you go, Dad. All A's!" "That's great, Jimmy," his Dad replied. "But you still haven't gotten your hair cut." "Well, Dad, while making those great grades, I was in a religion class and noticed that Jesus had long hair, all of the Apostles had long hair. Moses, Joseph and even the kings of the land all had long hair." His Dad thought about this for a second and asked, "Did you notice what else they had in common?" "No, what?" Jimmy replied. "They were all WALKING!"

Karmann Ghia is 60 years old.... When Wheel Tracks learned that 2013 was the Volkswagen Karmann Ghia's 60th anniversary we thought it was a good idea to feature the car for our May issue. We asked club members for input and maybe even some stories about their Karmann Ghia's they presently own or have owned in the past. The results was a surprise. There are only two listed in our VAE Roster and that appears to be it. WT has heard of a number of VW Beetle stories but we assume no other members own or have owned a Karmann Ghia. Our front page Ghia is owned by Ken Taplin of Blue Hill, Maine. The second Ghia, pictured to the right, is owned by your editor in Enosburg, Vermont, a 1968 Coupe.



Read a little of this VW Ghia's story on page 11

Ken has owned his convertible for only a few years since he purchased it at the annual "Owl's Head Transportation" auction in Maine. He had an older Ghia when he moved to Maine in 1967 and that spurred him to bid on one of the three that were in the auction. He has 25 antique and classic cars and drives most of them. If you check the roster you will see he is partial to air-cooled cars, his latest is a 356A Porsche coupe. He drove the Ghia to our 2011 Stowe Show where the front page photo originated, that is Ken pictured with the car.

From Ken... *"I saw Wheel Tracks mentioned the '46 Beetle I had in college. One of the many cars I should have kept, with it's mechanical brakes and semaphore turn signals but you can't keep them all. Another one I let go was a '27 Minerva limo. I did keep the first two cars I owned, a '31 American Austin coupe and a '29 Franklin 4dr".*



Ken Taplin's "fleet" of rear-engined air-cooled cars.

Here is some history from Ronan Glon.... Volkswagen is celebrating the 60th anniversary of the Karmann Ghia. Nicknamed the Beetle in a sport coat, the car was previewed by a close-to-production concept that debuted at the 1953 edition of the Paris Motor Show. The Ghia came to life when coachbuilder Karmann asked Ghia designer Luigi Segre to draw a new body for the Beetle. Operating without input from Volkswagen, Karmann believed there was a market for a sleek and sporty convertible based on the cheap and readily available Beetle chassis.

For reasons that remain unknown, the convertible body style was scrapped and the first prototype took the form of a coupe. Segre presented the car to Karmann execs in a small Parisian garage in October of 1953 and although it was not the ragtop the men had imagined, they were thrilled with the result and proudly presented it at the show. The Ghia was generally well-received by the press and by visitors.

Volkswagen chief Heinz Nordhoff examined the car inside and out shortly after the show. He was impressed with what the Beetle had spawned, but he feared the coupe would be too expensive to mass-produce. Karmann proposed to build the coupe alongside the Beetle convertible in its own factory and the Ghia was quickly given the green light for production. The Karmann Ghia was launched across Europe in early 1955 after undergoing only minor changes in its transition from a show car to a production vehicle. It was powered by a rear-mounted 1.2-liter air-cooled flat-four lifted straight from the Beetle parts bin. The convertible that Karmann had initially envisioned was finally added to the Volkswagen lineup in 1957. Positioned above the iconic Beetle, the Ghia enabled Volkswagen to reach a trendier target audience while boosting its image across Europe and on the ever-important United States market.

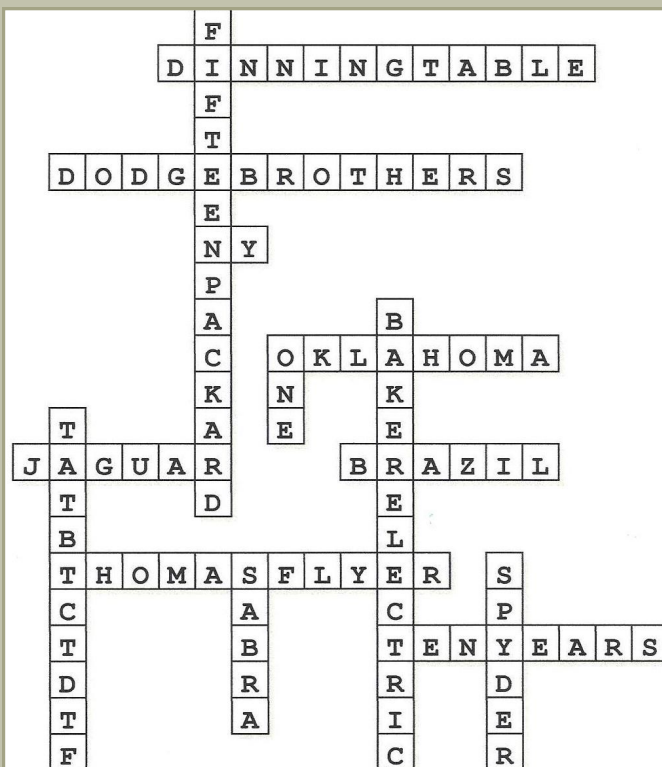
The Karmann Ghia was phased out in 1974 after 362,601 coupes and 80,881 convertibles were built. The prototype that debuted in Paris is part of a private collection but it is occasionally displayed at Volkswagen events throughout Europe.

See "My VW Ghia story" on page 11



Was your car around to witness the passage of the 21 amendment? Do the fenders sweep into running boards. Would you expect a violin case stowed in the backseat to hold something other than a violin?

Shelburne Farms is holding their Spring Soiree and Benefit and could use a few pre 1933 cars to set the stage for this fundraiser to benefit education programs. The event will take place on Friday May 2nd starting at 6pm. Let Jim Sears know by April 29th if you can make it because they plan to feed you. packardsu8@netscape.net or phone 802-598-1663. Check out <http://www.shelburnefarms.org/calendar/event/spring-soiree-benefit> for more info.





DATING TIRES

I was recently corresponding with a person restoring an MG TC. He told me he got a really good deal on some tires for the car. He bought a set of four tires for the MG from a well known tire company. He was told there was a sale on name brand 450 by 19 tires, they were marked down to \$99 each because they were a few years old. When he received the tires, he checked the date code on the sidewall. It turns out, they were almost 10 years old.

The rubber compound in tires starts to degrade quickly, and a tire should have a "safe" life of between six and ten years. Several factors influence how long a tire will last. The quality of the tire, heat and ultraviolet light exposure, driving conditions, and inflation are all factors in tire life.

How old is too old? This too depends on several factors. An older tire on a vehicle that is driven from a garage to a trailer, a show field, back to the trailer and back to the garage is not much of a safety risk. It is another story for a car driven on the highway, at speed.

So, how can you tell how old a tire is?

The Tire Identification Number (often referred to as the tire's serial number) has a code at the end of the number to easily determine the age of the tire. Tire Identification Numbers are really batch codes that identify the week and year the tire was produced.

The following information came from The Tire Rack website www.tirerack.com



-Tires Manufactured AFTER 2000-

Since 2000, the week and year the tire was produced has been provided by the last four digits of the Tire Identification Number with the 2 digits being used to identify the week immediately preceding the 2 digits used to identify the year.

Example of a tire manufactured since 2000 with the current Tire Identification Number format:

In the example above: DOT U2LL LMLR 5107

51 Manufactured during the 51st week of the year

07 Manufactured during 2007

While the entire Tire Identification Number is required to be branded onto one sidewall of every tire, current regulations also require that DOT and the first digits of the Tire Identification Number must also be branded onto the opposite sidewall. Therefore, it is possible to see a Tire Identification Number that appears incomplete and requires looking at the tire's other sidewall to find the entire Tire Identification Number.

The use of a partial Tire Identification Number on the one sidewall (shown to the above, left) reduces the risk of injury to the mold technician that would have to install the weekly date code on the top sidewall portion of a hot tire mold.

See TIRES on page 11

The VAE May Meet....



The May meeting of the VAE will be held on Saturday the 17th at Gates Salvage in Hardwick VT from 9:00 to noon (231 Craftsbury Rd, Hardwick, VT 05843 (802) 472-5794)

Gates Salvage has accumulated over 400 cars, (yes 400) from the late 30's to the 60's and according to the owner, he will start the process of scrapping them this spring. This will be the last chance to check it out. After a short business meeting we are planning to trek up to the back 40 and see what is up there.

Bring a chair for the meeting and mud boots for the walk. After the meeting we will have lunch at a new restaurant in Hardwick.



Come join us, it will be great fun!



VAE Gossip by GCF



A couple of weeks ago I was sitting quietly in a North Carolina driveway eating fried chicken legs (to-die-for) when my cell phone started ringing. **Boss Hog's Discount Gas and Quick Stop** has some of the nicest cuisine along the Albemarle Sound that anyone could ask for. Oil and tire changes, \$3.29 gas and that above mentioned fried chicken.... Hmmmm-good... so Andy would say!

Oh yes, back to the ringing cell phone. It was **Gary Olney** calling, not from his home in Derby Line, Vermont but from Chickasha, Oklahoma. He, Vin Cassidy and Paul Baresel were waiting for the annual auto swap meet gates to open when he heard about a Franklin car that was for sale and thought of me. Now these are the same guys known to us for traveling the U.S. in a dump truck looking for car deals! Remember their journey a couple of years ago that was covered in this publication? I didn't stop eating that great chicken but I was ready, I knew I was going to hear something I was not ready for. Then it came.....when I asked what the car looked like and how it might get back to my place in Vermont. Gary told me the car was in Texas at the moment and that it would be no problem for them to swing by there, take a look and bring it home for me. You have to know these guys, you think they cannot surprise you..... AGAIN.... and then, they do. I thanked him and admitted I was up to my chicken....I mean chin, with restoration projects and declined his fine offer. I have heard they have made it back to somewhere on the East-coast. In fact you might even find a "story" from them in these pages this month....

Speaking of **Gary Olney, his and Nancy's** 1931 Plymouth PA phaeton appears on the front cover of the latest Plymouth Owners Club publication "The Plymouth Bulletin". It sure is a beauty! My very first stab at editor of Wheel Tracks in January 2011 featured the Olney's Plymouth. Remember how the car had been very damaged from a barn fire and then restored?

Wendell and Mary Noble also appear in the Bulletin's pages with their '29 Plymouth U Roadster. The two families have hosted a 4-cylinder Plymouth tour in Vermont a number of times. The tour last Fall was called The Vermont Harvest Tour.

I picked up my eight artillery wheels in New Holland Pennsylvania on my way home. I had sent the hubs and patterns in January to **Witmer Coach Shop** and the finished product is a sight to see, they are beautiful! The shop built four 38 inch wheels with steel and rubber for the '13 IHC Highwheeler (that I am a century from finishing) and four wheels for the '15 Dodge touring that might not take me a century to finish. The fifty-cent tour of the coach shop was almost the high part of my vacation. The high part of my days down South was a toss-up between golf and that fried....chicken.

Bill Billado sent an internet video lately of car racing from the old days. He added to the email...."These guys are nuts" and he is totally correct. The video shows many car crashes in the races with vehicles rolling and car parts and drivers flying through the air....then you see the drivers (most of them) standing up and running like heck out of the way. When was it that seat belts were invented? I know there was a day when we rode horses and shot one-another but it is hard to understand the "logic" in the old days of car racing. It was dangerous! Check the video out, just copy and paste <http://vimeo.com/20247765>.

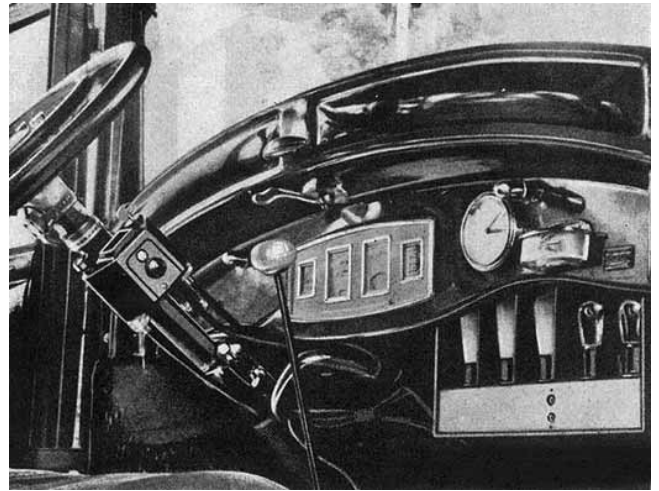
It's going to be great to make another visit to David and Cereta Lampheres. A VAE Meet will be happening there in July and our "planner" predicts good weather. If you have are interested in Franklin cars you will need to make your way to Westford, Vermont on July 19th. Dave's garage is something we would all like to have in our back yard.

HISTORY OF THE CAR RADIO

Sent in by **Charlie Thompson**

Seems like cars have always had radios, But they didn't.

Here's the story: One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generates noisy static interference, making it nearly impossible to listen to the radio when the engine was running.



One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work, half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up, he drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- he got enough orders to put the radio into production.

WHAT'S IN A NAME.... That first production model was called the

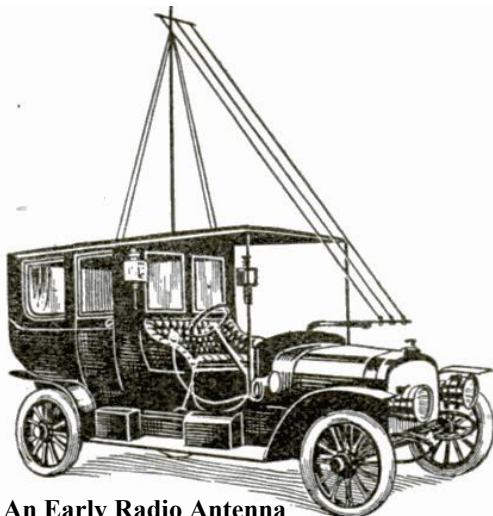
5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names -

Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems.

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today).

In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

Continued on page 13, see "In 1934...."



An Early Radio Antenna



Continued from Page 6

My VW Ghia Story by Gary Fiske..... I was heading South on the Jersey Turnpike in the early 60s when it happened.

It was maybe 2AM Monday morning and I am driving my 57 Pontiac Star Chief a little faster than the speed limit.... Mine is practically the only car on the road, I am heading back to my ship at the naval base in Norfolk, VA. As usual I am using 110% of a three day weekend at home in Vermont. The Star Chief could cruise forever at ninety mph, at least empty.... Going home on Friday I had a 500 pound load of potatoes in the back seat area so I had to go slower. My Navy pay was only \$76 a month back then, so I bought fresh picked potatoes in Virginia and sold them in Vermont where the new crop would not be ready for another month. The profit from the potatoes paid for my gas and tolls and I had \$50 left for the weekend.

Back to that night on the turnpike. There had been no lights in my rearview mirror for some time when I noticed lights slowly gaining on me from a long way back. I slowed down a bit but knowing the cops didn't bother you much that late at night I didn't slow a lot. It was not long when the vehicle behind me pulled into the fast lane and slowly passed me on the left. It was not a cop or an ambulance; it was a VW Karmann Ghia. I was able to talk to the gent in the Ghia a ways down the pike at a truck stop and found the little car had only it's original 40 hp engine! I vowed that someday I would have a Karmann Ghia.

Jumping ahead a few years, it is now 1971. I am out of the navy and back in Vermont working electronics for a local cable TV company, I am married and have two lovely young daughters. I am minding my business one day while driving by Smiley's used car lot in Georgia, VT when I spot a robins egg blue Karmann Ghia. It was a 68 coupe fresh from a 4X4 trade with an Air Force gent being transferred to St. Albans, he had bought it new in Mississippi and needed something the he could drive in our winters. You can guess the rest, Smiley and I made the \$700 deal and I drove it home a few days later.

You had to sit slightly sideways with your feet to the right and the tiny foot pedals made for some tricky foot-work but it was fun to drive. The only problem was when I got on the interstate I could only get maybe 70MPH out of her and there was no more. That is when I determined I needed to get rid of the automatic transmission and the AC. With only 44 HP to start with there was not much left for the rear wheels to use. A transplanted standard shift and nixing the AC did the job...95 to 100Mph was now reachable although I was, by then, a responsible married guy and I didn't do high speeds any longer..... well, not as often.

Again, jumping ahead to 2014... (life sure has a lot of 'jumps'). My Karmann Ghia is parked out in the barn patiently waiting for me to get over my obsession with cars from the 1920s so it can get back on the road again. It was my main driver for 12 years and a lot of nice adventures happened during that time.

How many of you are thinking about my possible mistake of getting rid of the automatic transmission and the AC? The part you are missing is the 12 years that I drove it with all of those 44 horses. That is the part that makes my decision all-right!

Continued from Dave's Garage...page 8

-Tires Manufactured BEFORE 2000-

The Tire Identification Number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as today's tires, the week and year the tire was produced was contained in the last three digits. The 2 digits used to identify the week a tire was manufactured immediately preceded a single digit used to identify the year.

Example of a tire manufactured before 2000 with the earlier Tire Identification Number format:

In the example to the right:

DOT EJ8J DFM 408

40 Manufactured during the 40th week of the year

8 Manufactured during the 8th year of the decade

While the previous Tire Identification Number format identified that a tire was built in the 8th year of a decade, there was no universal identifier that confirmed which decade (tires produced in the 1990s may have a small triangle following the Tire Identification Number to identify the decade).



And finally, hold on to your sales receipt. Most tire manufacturer's warranties cover their tires for four years from the date of purchase or five years from the week the tires were manufactured. So if you purchase new tires that were manufactured exactly two years ago they will be covered for a total of six years (four years from the date of purchase) as long as you have your receipt. If you lose your receipt, your tires' warranty coverage will end five years from the week the tire was produced (resulting in the tire manufacturer's warranty coverage ending only three years from the date of purchase in this example).

"A Turn for the Worse" from Gary Olney

On Sunday, March 16, three Vermont Auto Enthusiasts, Vin Cassidy of Rowley, MA, Paul Baresel of Buxton, ME and I headed to Chickasha, Oklahoma for the pre-war swap meet. It was an uneventful, long drive until the 2nd night out in Missouri, when we stopped at a Holiday Inn Express. The desk clerk was the most 'no nonsense' person I've ever encountered. A retired Army Master Sargent, she was one tough woman! She did lighten up a little under the charm of Vin and Paul, but not much. The next morning we learned she had shot one of her four husbands!

Between Joplin, MO and Tulsa, OK we headed south toward Dallas, our destination being Decatur, Texas. There was one stop on the way in Muskogee, Oklahoma to check out a very cute, short wheelbase 1945 Ford school bus with a Wayne body (pictured right).

School Bus in
Muskogee,
Oklahoma.



In Decatur, we were met by Calvin Buchanan, a Hudson collector. Calvin has a 1927 Hudson "House Car" (today called a camper) I had owned and he had asked me to research the history of it. With the help of Conrad Hughson, we knew it belonged to the Gates Garage in Bellows Falls, Vermont. I then found period photos of the garage (the building still stands) and the history of it was in a couple of books on Bellows Falls that I have. Astoundingly, Calvin already had most of the information, including the photos, from a friend that had 'googled it'. Amazing! Calvin is keeping the 'House Car' in as original condition as possible (which I love) and has had it running, something it hadn't done in decades. My father, Harry Olney, bought it from a junkyard in North Charlestown, NH in 1958 and I'm quite sure it hadn't run for years before that. After admiring what he'd done to the '27 Hudson, Calvin opened some nearby doors and 'WOW!!' What a lineup of Hudsons from 1910 into the 50's. A great collection and a friendly, dedicated collector. A new friend in the hobby and the highlight of our journey. (See Softer Side article)



Calvin Buchanan (right) and myself
with the 1927 Hudson House Car

Leaving Decatur we headed to Chickasha for 3 days of swapping, buying and selling. Attendance was down a bit, but the meet was still great and the weather was outstanding. So far, there had been no 'turns for the worse' with possible exception of the turn into the motel with SGT. Hardcore Hannah, but that was more of an unforgettable experience. The real 'turns for the worse' began with a trip into Oklahoma City to visit some more fantastic car collections. A caravan of 4 vehicles lead by "Red Leader 1" with the Herb Singes (Sr. and Jr.) of New Jersey, followed by 3 Englishmen (including a portly Henry VIII), then 2 Irishmen, with the New Englanders bringing up the tail. We headed north on a 6 lane interstate, exited, then immediately entered again but this time headed south. Another exit and immediately enter and head north, then south again, then north, etc., but we did finally zero in on our target and reach the 1st collection! There were similar 'turns for the worse' to collections #2 and #3 arriving at #3 after closing and all was locked up! The following night the Singes' kindly offered to take Paul to collection #3, but made him a bit nervous as father and son were careening down the road "discussing" what their GPS was telling them.

We left Chickasha Friday evening and headed for northern Arkansas to visit my brother and his wife. After that it was time to head north toward Massachusetts and home. I think it was Sunday night when we nearly had our 'turn for the worse' - Vin was asleep and thankfully Paul was alert as I decided a short snooze was in order- but woke to Paul yelling "wake up" as truck and trailer headed straight for the guardrails and the woods beyond!

Arriving back in Derby Line, I realized that the worst 'turn for the worse' was turning north leaving Chickasha. The snow banks were higher than when I left. We should have stayed in Oklahoma or Arkansas another month!
** Credit for the title and theme of this article, as well as the terms Red Leader 1 and Henry VIII goes to Paul.



Vin (left), Paul (right)
with Glenn and Leanna
Olney and their vintage
gas station in Williford,
Arkansas.



The March meeting of the VAE was held at the Good News Garage in Winooski.

With about 20 members present, our hosts Alise, Paul and Michael rolled out the red carpet for us with a table full of sweets in a garage that was as neat as a pin.

The first order of business was for Bob and Wendell to present our hosts with a check for \$500 to help them achieve their mission of creating economic opportunity by providing affordable and reliable transportation options for people in need. Apart from our donation the organization accepts vehicles in any condition. Some make great first cars, like the mid 90's mini van they had up on a lift in the shop. Others, are sold at auction or scrapped to raise funds to run the organization.

We look forward to having the folks from the Good News Garage display their MGB at our Stowe Car Show.



Essex Rotary Club members showing their support for the Vermont Antique Auto Society's Golden Wrench Award program with a generous donation check. Heidi Brosseau of the Rotary Club is shown presenting the check to VAAS treasurer Dick Wheatley. Looking on approvingly are Jim Sears and Wendell Noble of the VAAS on the left and Nancy Manosh and Polly McEwing of Rotary Club on the right.

Heidi Brosseau tells us.....

"The Object of Rotary is to encourage and foster the ideal of service as a basis of worthy enterprise. Each year The Rotary Club of Essex raises money through their many fundraisers and then distributes those dollars out to projects at the local, national and international level".

In addition to the club's donation, Rotarian Polly McEwing personally donated a rare and collectible 1974 GMC Motor home. Polly is shown here presenting the title of the motor home to VAAS board chairman Wendell Noble.



Become a Member Of VAE For Only \$30.00

It's easy.... Just write your contact information on a paper, add a \$30 check written to the VAE and send it to:

Christina McCaffrey (Member Secretary)
89 Ledge Road
Burlington, Vermont 05401-4140

You will be completely at home....and considered
"normal" if you love"
Old cars, trucks, tractors, 1-lunger engines, auto
related postcards, brochures, oil cans, ashtrays,
models and toy trains.

Send us your info.....

**Your name

**Address

**Phone Number

**Email Address

Then, if you collect
something we would love
to know your passions

Come join us,
You will find
a great group of folks

from page 10

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio... The Handy-Talkie for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.



WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!
AND..... It all started with one woman's suggestion!!

Wheel Tracks Classified

**Tour Banners
For Sale**
Sturdy cotton
With ties.
\$20.00

"Your Car Will
Wear it Softly"

Gene Fodor 802-372-9146
crownwheelwheel@comcast.net.



For Sale..... 1938 Ford Standard Coupe w/ 75K original miles. Rare standard model w/ factory 85 HP V-8. 85 HP has chrome strips on grill and 85 HP emblem on hood. Repainted and reupholstered in the 50s. New carb and rebuilt dist. Runs very well. Converted to 39-40 juice brakes (need refurbishing). Only rust is tool tray area (panel below trunk lid) Tires have good tread but are old. Occasional slight clutch chatter in reverse. Wiper motor needs new seals to work. Asking 17,000. Ken Gypson, 518 423 7565 or kengypson@yahoo.com 6/14

Automotive & Truck Clutches
OEM Replacement • Antique • High Performance
Flywheels & Hydraulics



135 Brook Avenue
Deer Park, NY 11729
www.falconclutch.com

Tel: [631] 667-7788
Fax: [631] 667-7789
Marc Carl: President

**March
Bumper Sticker...**

**I love cats
They taste like
chicken**

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

Wanted....

Original Model A Ford
ammeter, 20-0-20.

Leo Laferriere
Call 802-496-2515 7/14

Wanted..... 120 gallon
propane tanks. The tanks that
are about 5 feet tall and 30
inches in diameter, I need 6 of
them for water storage.

Call Gary Fiske
802-933-7780

Wanted..... In good to better condition; Buddy L, Tonka, Wyandotte, Structo, Doecke cars and trucks. Also old Volvo advertising signs. Not a dealer, just an avid collector and Club Member. Blevitch@cox.net or Bruce @ 480-786-1767. 6/14

For Sale..... 1930 Ford model A roadster, complete nut and bolt off restoration. Engine by Babbit Pot, body by Brookville... all steel of course. S-S windshield and stanchions and mirror. Maroon body color, yellow rims. All done except for interior panels and top. Have seat springs front and rumble from Labaron and Bonney, very nice temporary seats and rumble in car now. About 50 miles on engine. Asking \$26,500.00 negotiable. Call for more info 864-3940 or

Found on Vermont's Craig's List.....For Sale Willy's Whippet - \$15900 (Glens Falls, NY) 1928 Willy's Whippet four door sedan. It is in excellent condition, original interior with all new tires and battery. This is a great vehicle for someone who wants an original looking car. (518) 744-5751.

1988 Mercedes Benz 300TE - \$1800 (Brattleboro) 200000, automatic transmission, title, clean, gold wagon, in need of a tune-up. 802-579-4830. Will take trades or best offer.

Greetings Auto enthusiasts!
Can it really be so? Is winter nearing it's end? Yay! Well, here's my third installment of Chris's ABC's. Remember, "A" is for Adams-Farwell, "B" is for Balzer? **"C" is for Carey.** A very obscure New York City made automobile that apparently was made for only one year, 1906.
Chris Cartier

The Carey

The Carey automobile was exhibited at the 1906 New York Automobile Show, but little facts are known about it. Specifications of the car are not known nor how many were built.

By 1907, the whereabouts of Carey was not known and the Carey company faded from sight.

The Carey Motor Co., 208-214 West 124th St., New York, were building the new Carey Revolving Cylinder Air-Cooled Engine. This engine presents many novel features. The crank-shaft is solidly secured to the side frame of the car, and does not revolve, while practically all of the other parts of the engine revolve in a vertical plane around the

crank shaft. The cylinders, of which there are five, in this engine, are cast of grey iron, with ten cooling flanges or ribs. The heads, which are cast separate from the cylinders, are also of grey iron, and carry the valve chambers, both heads and chambers being well supplied with cooling ribs. Both inlet and exhaust valves are positively operated by push rods extending from the crank case. and a short pipe leading to the carburetor, which is on the left and just back of the engine.



1906 Carey 5-Cylinder Runabout

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christna.mccaffery@vtmednet.org



Duane & Marnita Leach's Fiero
In the 2013 Gypson tour

May 2014



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

**Attention....ALL Vermont Libraries
Please turn to Page 7**



A beautiful summer day
And
A ride in Fred & BJ Gonet's 1908 Type E Locomobile.

Who Could ask for more?

