

# Wheel Tracks



**Pictured...**  
**Emily & Ed Hilbert**  
**And their**  
**1958 Mercedes Coupe**

..... With more on page 6

Another great Ken Barber pic.....page 2

Mary's "It's All About the Mud" ....page 4

Retired & bored.... page 5

A lot more questions..... Page 7

A Faithful old Metz engine (Chapter 2)..... Page 11







Another photo from the Ken Barber collection. This 1927 photo was taken by Mark Derrick during the Barton Fair. Note the many 20s auto in the parking lot and the Flapper hair-dos. Every adult male also has a hat on his head.



The great Mississippi flood.

U.S. Bureau of Prohibition is founded.



### What's going on in 1927?

Calvin Coolidge announces, "I do not choose to run for president in 1928."



The first Volvo automobile rolled off the production line in Gothenburg, Sweden.



Cristero War erupts in Mexico

Lindbergh's trans-Atlantic flight

The first armored car robbery in Penn.



### Barn Finds and Trailer Queens, we need them all this summer

**Classic cars who's chrome is so bright you have to wear shades**, flawless paint and better than new are common ways to describe many of the cars we see at our Stowe Show. Then of course there is the Ballion Collection that was discovered in France. One hundred cars stored in falling down sheds and barns, some crushed beyond repair netted the owner just about \$30 Million. Perhaps barn finds are the next big fad.

I don't think people will come from miles around to see cars towed fresh out of **Gates Salvage** but there is something to be said for a barn find. I'm talking about a car that after a night on the battery charger, a pint of gas, a little air in the tires, a couple hours of tinkering, wa-la..... a puff of blue smoke (OK, a major EPA air quality violation) and you are off.

**Antique and classic cars**, of any condition, are what make our shows successful. **Having a '56 Maserati** on the field in any condition is better than looking at one in the pages of a book or on line. In keeping with our mission of education, we need your help this summer to ferret out cars for our shows. The guy down the street or your uncle from Walden. If they have a cool car, in any condition, any stage of restoration, we need them at our show. Reach out to them, and tell them to bring their cars, they will be surprised how many people stop and take a look.



### YOUR EDITOR... GARY FISKE

A few updates from our Wheel Tracks past "feature" folks.

A VAE club-wide message went out last week that **Mary Jane Dexter** was in hospital and asked if we would send her a card to help lift her spirits. I received word last evening that she has left the hospital and is now in rehab. Great news MJ. Like the VAE message said.... Your VW needs you to be home!



As you can see on page two, I have used another picture from the **"Ken Barber collection"**. They are all amazing insights from our past, I just hope you enjoy them as much as I do. A fellow VAEer told a little tidbit about Ken that is quite interesting. It seems he has a talent for hand hewing beams and even gave instructional sessions at one time. I understand, in some cases, one would have a difficult time seeing the difference between his work and a beam from a sawmill.

We have a really beautiful vehicle featured this month, the Mercedes 220S Two Door Coupe owned by **Ed and Emily Hilbert**. I remember seeing the car for the first time while on a VAE tour a few years ago. The car is an eye catcher.

**I should also add, that without your help**, I tend to go on and on with 1920s (and before) vehicles.... I am fascinated by the technology and discoveries that people were able to use when automobiles began. Which doesn't mean that neat technology and new discoveries are not around today. I apologize if I have not covered ALL antique vehicle years....and this is where I could use your help. Suggestions from you about VAE members and their more modern 1930s, 1940s and 1950s cars would be nice. OK....even 1960s & 70s too.

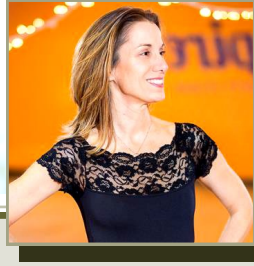
**Wendell Noble was recently telling me about** a young man he met at the Chickasha, Oklahoma car show he recently attended. The young man's name is **Drew Talbut** and he had just graduated from one of the leading automotive restoration colleges in the United States; **McPherson College in Kansas**. Wendell and I talked about the many possible careers a young person could have by entering this field. We wish Drew the very best in his future.



**Wheel Tracks just received word this evening that Conception Conti of Waterbury has died.**



# "THE SOFTER SIDE"



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

## "It's All About the Mud" from Mary Noble

Ah, Spring - snow is melting, longer daylight hours, wild flowers appearing in woods, daffodils, violets, crocus in the yard, leaves on the trees, sap running - uh oh, none of these things are happening here, but the mud is doing really well in our yard and road, only to get deeper and messier. Ah, Spring! But the robins have returned, the Canadian geese are flying, my cardinals are still around, but so are the blackbirds who drive away the chickadees, nut hatches, juncos, even the woodpeckers. Maybe the fly-overs of vultures helps deter them a little.



We didn't tap our trees this year, which seems just as well, since it is already April. My New Hampshire brother brought us some maple syrup so we'll get along. There is always next year and no buckets to wash for now. Which reminds me of a past "spring" situation, namely our water supply. We suddenly had no water and found that the pipe from our spring across the road was frozen. This would involve chopping through frozen ground to get to the pipe to hook on a cable to electrically thaw it. Since one doesn't chop a hole any bigger than absolutely necessary through a few feet of frost, the space to reach the pipe in the spring was very narrow. My job was to be held upside down in this four- foot deep hole in order to hook the cable to the pipe. Wendell would not have fit, or so he maintained. Even if he did, I could not have pulled him out again. We finally managed to thaw that pipe and have running water again, for that year.

Ah, the joys of country life! But enough nattering (what a cool word) about things I have no control over. The snow will melt, the flowers will bloom, the mud will dry up, and the leaves will come out. Then the broken limbs will be picked up, the garden planted, my house will be clean (right!), and it will be Ah, summer!



How could  
You Mary?



During a funeral, the pallbearers accidentally bump into a wall and hear a faint moan. They open the casket and find out that the woman is actually alive. She lives for 10 more years and then dies. There is another funeral for her. At the end of the service, the pallbearers carry out the casket.

As they are walking out, the husband cries out, "watch out for the wall!"

\*\*\*\*\*

Satan appeared before a small town congregation. Everyone started screaming and running for the front church door, trampling each other in a frantic effort to get away.

Soon everyone was gone except for an elderly gentleman who sat calmly. Satan walked up to him and said, "Don't you know who I am?" The man replied, "Yep, sure do." Satan asked, "Aren't you going to run?" "Nope, sure ain't," said the man.

Satan asked, "Why aren't you afraid of me?" The man replied, "Been married to your sister for over 48 years."

\*\*\*\*\*

Q: What is the definition of diplomacy?

A: The ability to tell a person to go to hell in such a way that they look forward to the trip.

\*\*\*\*\*

Albert Einstein used to go to dinners where he was invited to give a speech. One day, on his way to one of those dinners, he told his chauffeur (who looked exactly like him) that he was dead tired of giving the same speech, dinner after dinner.

"Well," said the chauffeur, "I've got a good idea. Why don't I give the speech since I've heard it so many times?" So Albert's chauffeur gave the speech perfectly and even answered a few questions. Then, a professor stood up and asked him a really tough question about anti-matter which the chauffeur couldn't answer. "Sir, the answer to your question is so easy that I will let my chauffeur answer it!"

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

Diplomacy is the art of letting someone else get your way.

#####

If at first you don't succeed, don't take up skydiving

#####

Stop repeat offenders. Don't re-elect them!

#####

I intend to live forever. So far so good.

#####

What happens if you get scared half to death twice?

#####

I didn't use to finish sentences, but now I

*This, from my friend Jim who lives in Florida during our winter. Can you tell he might need to find a hobby?*

"Sometimes being retired is not very exciting..."

However, you can make things more interesting on garbage day!"

*Pack your garbage like this:*



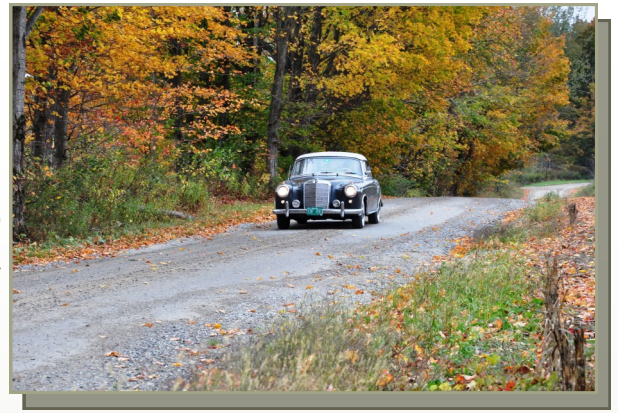
*Then watch through the window!!!*



## My 1958 Mercedes Benz 220S Two Door Coupe

by Ed Hilbert

**In Nov, 2007, Emily and I were returning from Syracuse** and at the time I owned a 1957 Mercedes Benz 220S 4 door sedan. We were driving on a back road when all of a sudden Emily said, "There's a car up there that looks like yours." We went back to take a closer look and she was right. The fronts of both cars looked the same, but from the headlights on back were distinctly different cars; this was the rare coupe. My sedan was a nice car, but this coupe had really nice potential. From 1953 to 1962 fewer than 1250 of this body style were made. This one was even rarer since it had a sliding metal sunroof, and a Hydraz (clutchless) four speed, manual transmission.



**The car had had a rough life** the last few years and by the inspection sticker it hadn't been driven since 2002. Emily indulged me and a month later it was mine. The engine barely ran, the brakes were locked up, the windows were stuck part way down, the sun roof wouldn't move, and who knew what else was wrong with it at the time. No surprise, I trailered it home.

I soon remedied most of the above problems - or at least made them livable. Along the way there have been a few surprises. The two biggest surprises occurred in the first real trip we took with the car. After a tune up the engine was running reasonably well although still liking to stall out at stop signs and red lights. The brakes were no longer frozen, although the car pulled to the right due to a leaking left front wheel cylinder that kept that brake from doing much. My car would now move and stop pretty well most of the time. How much more does one need to take a trip to Maine with the Mercedes Club? I was anxious to be on the road!

**In sunshine,** Emily and I left Bristol heading for Maine. In New Hampshire it started to rain and by the time we got to Maine it was a torrential downpour. It was then we learned that two of the four sliding roof drains were blocked. Water was coming in rather quickly. Unable to dismantle the roof pillars to get to the drain tubes, we needed another solution since Emily was getting wet and the headliner was getting soaked. Emily would dry but I did not want the headliner being damaged. We solved the problem with some wide blue painter's tape which I carefully applied over the gap around the sliding roof. I received a lot of compliments on that decorative pin striping job! At least the interior waterfall was stopped for now.

**As I'd never had the car out in the rain before,** the roof leak had been a surprise and a nuisance, but readily fixable. Unfortunately the rain also precipitated the need for windshield wipers. I hadn't thought to try them before, other than to see that they worked to pass inspection. They did work, at least for a little while. As the rain increased, the driver's side wiper started to slip and not return. After several attempts to tighten the wiper arm onto the shaft the rain let up and I decided to deal with it after returning home. The rest of the weekend went relatively well and I was gaining faith in my little coupe.

Returning home, half way across New Hampshire, a new rainstorm caught us with the failing wiper getting worse. It was also getting dark and seeing the road had become very difficult. Emily's knuckles were white as she clenched the hand-hold on the dashboard. Her conversation reflected a degree of concern. I remembered my dad describing a wiper failure on his honeymoon. They tied their shoelaces to the wiper blades and in through the windows. Back and forth they pulled on the laces and the wipers moved in sync. Emily was knitting and so we tied some yarn between our wiper blades. Her side was working normally and mine would go to the left but not return. With the yarn in place, Emily's wiper would pull mine back to the right. A pretty good fix - until the yarn broke. Thinking along the same lines, Emily pulled some dental floss out of her purse and we replaced the broken yarn. Dental floss is apparently much stronger than yarn as it did get us home that evening. In the garage, I was able to tighten a nut on the wiper mechanism. It was a simple solution but very difficult to get to under the dashboard.

**This past winter** I had hoped to straighten some damage to both front fenders, paint the car, get some chrome work done, and maybe even replace the leather upholstery, but somehow life got in the way. And here we are now ready to start another summer of interesting adventures and pleasant new memories.





# The Roadside Diner



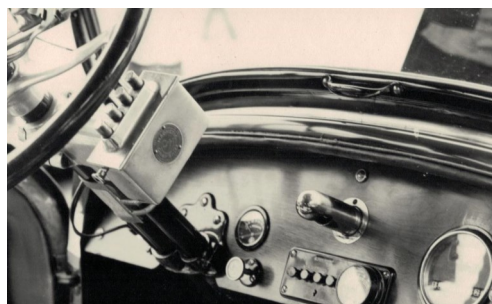
## Rice Pudding with (Vermont) Maple Syrup

from our proofreader Edi Fiske

1/4 cup uncooked rice  
1 egg, beaten  
1/4 cup pure Vermont syrup

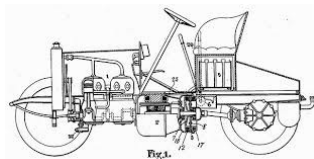
1 cup milk (scalded)  
1/2 teaspoon vanilla  
1/3 cup raisins

Cook rice. To make custard, beat egg, add syrup and vanilla. Mix well. Add raisins and rice. Butter a 1 quart dish and line with bread crumbs. Place mixture in dish and bake at 350 degrees. Or until knife comes clean. 40-50 minutes.



Remember this picture from last month's Wheel Tracks? It seems there **WAS** a sort of automatic transmission back in the early 1900s. VAE member, Lloyd Davis, believes this picture is of a 1917 to 1920 Premiere automobile. There Premiere slogan for 1918 referred to their car as having "The Aluminum Six with

**Magnetic Gear Shift"** They used electro-magnets to move the transmission gears, at first using a lever on the steering column and then changing to push-buttons. Cuttler-Hammer made the "electric" transmissions for Premiere through 1920 when they returned to the more traditional transmission. In 1923 Premiere shifted to building only taxi cabs through 1926 when they sold out to National Cab and Truck Company of Indianapolis.



**To the left is a drawing of an Owen Magnetic (1915 –1922)** and I am told the Owen transmission is also an electric of sorts. Wheel Tracks has been unable to find any technical data and is hoping a member could help. The Owen was a very popular car for the well-heeled folks and was one of the most expensive. We will look forward to a possible article on the Owen in June so we will know 'the rest of the story'.

**Information is still coming to Wheel Tracks about that Overland vehicle from the Ken Barber collection that was featured in the February (2015) issue.** It seems more information just opens more questions to "the way it was" back in the early days of automobiles. The new information came from **Lloyd Davis**. He says the radiator filler spout gives the Overland away because it is oval and the manufacturer was attempting to make it easier for it's owners to pour water into the radiator.

The  
*Overland*

Questions..... **\*\*Was Overland the only auto with oval radiator spouts?**

**\*\*Since there was no anti-freeze for radiators, did you have to empty the radiator every evening in the winter?**

**\*\*How about when you drove to work and spent the day in the office, did you drain the radiator?**

**\*\*Can you remember when anti-freeze came to town? Must have been a big change, huh?**

**\*\*Were there "commercial" outfits ready with fresh water in a can in the cities?**

**\*\*Do you still have your container that you used for the water?**







## The Ford Model T Ignition

**This month I will answer a question from a member:**

What is the deal with the Ford Model T ignition, how is it different than a conventional ignition system?

### Answer-

The Ford Model T is well known for two of its most unique features. First of all is the planetary transmission, the second one is the ignition system.

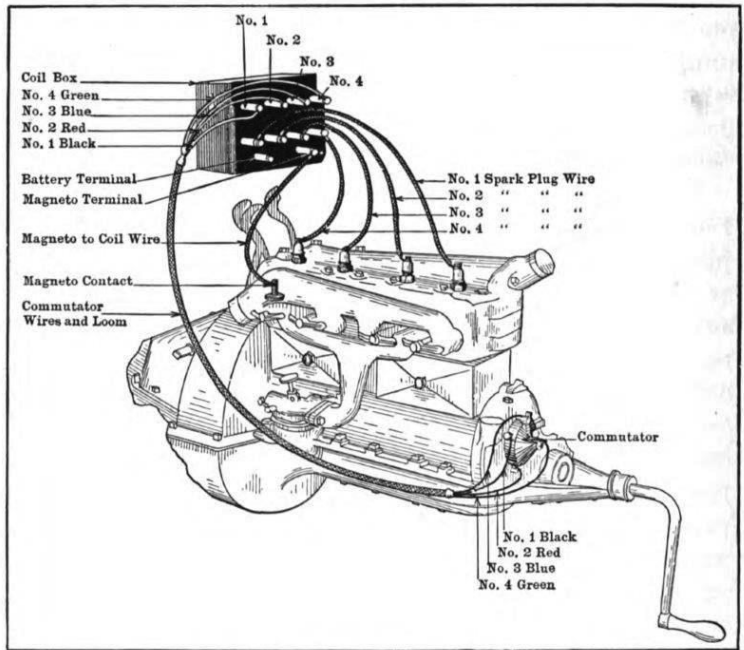
The Model T ignition system used a flywheel-mounted magneto to produce alternating current to produce the spark at the spark plugs. This current was distributed by the timer assembly. The timer is similar in concept to a distributor.

The A/C current produced by the magneto powered four trembler coils, one for each cylinder. The coil stepped up the voltage and discharged it to the spark plug in the cylinder. Each coil box contained a primary and a secondary coil, contact points and a condenser.

Control of the ignition timing was adjusted manually by using the spark advance lever mounted on the steering column, which rotated the timer, advancing or retarding the ignition timing. The driver would retard the timing before attempting to start the engine. This was necessary to both prevent kick back, (which could easily break your wrist) and to fine tune the timing as the car was being driven. The faster the engine goes, the more the timing needed to be advanced.

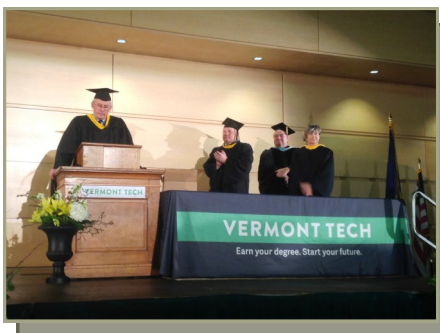
The direct current six volt battery could be used for starting current. The engine could be easily started with the six volt direct current battery powering the ignition, however, the ignition did not function well with the six volt battery at speed. The ignition performs noticeably better when switched from the six volt DC battery to the AC magneto.

This system was on early Ford cars until the introduction of the Model A, which had a conventional distributor system. Interestingly, the ignition system of the Fordson tractor was similar to the Model T's.



**Fig. 16.—View of Ford Power Plant Showing Main Parts of the Ford Ignition System. Note Location of Timer and Induction Coil Box.**

\*\*\*\*\*



From the left....Dan Noyes, myself, Bob Guinn and Fred Cook recently attended the Vermont Technical College Honors Ceremony.

Ryan Whittemore was the 2015 recipient of the \$200.00 VAE/VAAS award







There was a mystery at our Waterbury gathering this year. John Mahnker brought in this item that appeared to be some sort of auto ashtray where the engine's vacuum pulled the stubbed cigarette smoke away. I sent the picture to "Old Cars Weekly" and that is what they also think it is. They published their answer in the April 16th edition. They believe it is an early "environmental-friendly" accessory. They think the pull-out tray is not plastic but a type of Bakelite that can take the high temps of the cig butts. No mention of what cars used

them or the manufacturer.

Pictured on the right is TJ Martin, the 2013 Golden Wrench Award recipient at North Country Career Center in Newport. TJ is currently an honor roll student at New England Institute of Technology in East Greenwich, Rhode Island. He is also a "new hire" at BMW. Congratulations TJ, we are very proud of you.



The 2015 Golden Wrench Award is on track for another great year. The tools have been delivered from Mac Tools and Ed Hilbert has heard back from all 16 Vermont schools and has completed his 2015 spread sheet. Andy Barnett has the completed student list for the engraver to start the trophies and the VAE presenters have all said they will be on hand for their part this year. An exciting addition this year is the Plattsburg Transportation Museum. They have decided to join us and have chosen an area school for the Golden Wrench Award presentation.

The impact to these 3rd year students from our award program has proven to be quite important. Our ideas when the VAE started the program in 2011 have gone way beyond our expectations. To date we have awarded over \$17,000 of tools to our Vermont students.

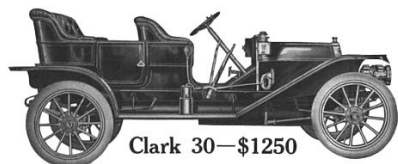


The Benton spark plug item in last month's Wheel Tracks prompted Marvin Ball to send in this Benton ad on the left. \$3.00 for four plugs sounds like a good buy to me! He added these two pictures on the right, very interesting.



## New Clark Policy

THE CLARK 30 is not a new car. It has a record of satisfactory service. We believe it the equal of any \$1500 car on the market. We use the famous RUTENBER motor—the equal of any motor in the world. The body is made of Aluminoid, beautifully finished and trimmed with No. 1 Machine Buffed Leather over long curled hair. The finish is equal to any car at any price and is made in our own factory. The CLARK is not a cheap car and will compare favorably in appearance and performance with any car on the American market.



Clark 30—\$1250

Model A, 30 H. P., 114 Inch Wheel Base, 34x3 1-2 Tires

Wheel Tracks received word this week that D.M Janes of Richford, Vermont had the 1912 dealership for the Clark Motor Car Company. D.M. Janes is the grandfather of VAE member Haden Janes also of Richford.

Clark autos from Shelbyville, Indiana built cars from 1910 to 1912 when they went bankrupt and the Meteor car company took over the Clark plant. They made a 4-cyl. 30 HP Touring car and a roadster in 1910 called the 'A' and the 'B' respectively. In 1912 Clark had added a Fore-door to their lineup and instead of calling them the A,B, and C; they went with X, Y, and Z in the hopes of looking like a more experienced company.

There were over 1,800 automobile manufacturers in the United States from 1896 to 1930.

*Information from "American Cars 1805-1942"*



## "N" is for National

Good afternoon fellow enthusiasts! Have you seen any of those impressive Nationals in your travels? Certainly a sturdy and formidable auto in most stages of it's development! It started originally as the partnership of three individuals involved in the bicycle manufacturing and selling business in Indiana. As the 1890's were drawing to a close, these gentlemen were seeking the next business/ technology to develop and invest in and decided the fledgling automobile interest would be their next venture.



The Indianapolis Factory

Arthur Newby was one of the primary founders of the National Automobile and Electric Vehicle Company in Indianapolis in 1900. Newby was later to be the owner of the Indianapolis 500's brickyard. Business started with just electrics, but soon, by 1903 gasoline vehicles were also offered for sale. 1905 was the last year that National offered an electric vehicle. The gasoline power became the focus and besides it's distinctive circular radiator design, racing became a primary promotional avenue to generate more sales.

The car performed very well which caught the eye of the motoring public. The quality was very good and certainly a wide range of style and power was available to the mid to high range buyer that the company targeted. They did not pursue the economy market in any measure at all.



The 1905 National Touring Car

Many racing trophies were won in the early days of racing, including significant results at Elgin and in the Indianapolis 500 of 1912 (it won that year). During the first World War, price increases caused by material shortages were the order of the day. And although a 12 cylinder motor was among it's offerings, that motor was dropped in 1920. Lacking clear direction in the early 20's, the company merged with the Dixie Flyer and Jackson firms in 1922, some cars were produced, but the new operation folded in 1924.

If you get the chance to see a National, do it! Some of those auto's were truly remarkable! Remember, N is for National!  
See you all on the road again....soon, I hope!

### National Production

1901...150, 1902...200, 1903...300, 1904...400, 1905...500,  
1906...863, 1907...1233, 1908...1313, 1909...1415, 1910...610,  
1911...1713, 1912...1420, 1913...1710, 1914...1953, 1915...1816,  
1916...1415, 1917...1218, 1918...1110, 1919...1080, 1920...810,  
1921...615, 1922...316, 1923...215, 1924...183

In 1912 Joe Dawson won the Indy 500 with an average of 78.22 MPH.

Information from "American Cars 1805-1942"

*National*

INTO the National car are wrought the manufacturing experience of nineteen successful years, a capacity for service that neither peace nor war has overcome, a degree of comfort that the stiffest usage can not cancel. As a possession it is one constantly to be employed to pleasure and profit, to win remark alike for its beauty and its goodness, and to deserve that high repute and respect which everywhere are its portion.

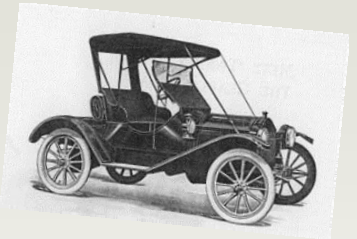
NATIONAL MOTOR CAR & VEHICLE CORPORATION, INDIANAPOLIS  
*Nineteenth Successful Year*

*Six and Twelve Cylinder Models*  
In a Complete Range of Body Styles



## Chapter 2 of.....A FAITHFUL OLD METZ AUTO ENGINE by William S. Strayer

**On Christmas Day 1919**, dad had an accident, breaking his arm and could not finish his contract of logging which was to last another sixty days. Although I was not yet sixteen years old, here was my chance to get into the lumbering business and to me, it looked like the chance of a lifetime. My mother had been a school teacher, as well as seven of her brothers and sisters and, therefore, looking back now I guess I was considered a failure when I decided to finish the logging contract rather than go to school. My parents had never heard the words 'school drop-out' or I would have had to go to school.



**Having driven a car when I was fourteen years old**, legally, made me appear older. Now this is no joke, but it was very simple to convince the parents to place the family car in the boy's name and the kid was in business -with a license.

While working on the logging contract it was customary to eat lunch with the sawmill crew, either in their shanty or near the boiler on cold days. Here the fireman, who was only two years my senior, became friendly and we had many discussions concerning automobiles, etc. After the logging job was completed the mill moved on and I lost track of the young fireman, but during the summer he came to pay me a visit one Sunday.

The fireman had now turned farmer and was working on a farm about four miles from my home. In our conversation he mentioned that he had bought the little **Metz roadster** that had belonged to the school photographer and intended to build a cordwood saw rig using the Metz as a source of power.

**One year later my dad was persuaded to help me get started in the custom farm work business on my own**, which at the time looked like an opportunity because the old steam rigs were beginning to be replaced by the gasoline tractors which many farmers preferred. First a threshing outfit was bought during the early summer, followed by a sawmill and Selden motor truck with solid tires. All farmers used wood for heating and cooking at that time, thus many days were spent sawing firewood for these farmers. The cordwood saw did not require much power and no profit could be obtained by using a large gasoline tractor for this work; therefore the writer was looking for a small gasoline motor. It so happened that next spring my old friend the fireman appeared one Sunday noon for what I thought was a Sunday visit, but it soon developed that he had a disagreement with his farmer employer and had moved to a neighboring farm leaving the Metz behind.

**He now offered to sell the Metz cheap**, saying that nothing remained of the car except the bare necessities required for wood sawing. After quite a lot of dickering \$2.25 changed hands and the writer had bought a Metz, sight unseen. It now came to light that the hired man was afraid to return for the Metz and the wood saw parts belonged to the farmer. Now the \$2.25 did not look so good as it could easily go down as experience costs. The fact that a title was involved was not even mentioned because old cars and junk were in the same class in the country. After more horse-trading, it was agreed we would harness one of dad's mules and both go for the Metz, hoping the farmer was not home and if he was it became my job to persuade him to let us have the Metz.

**Two young men started down the road riding one mule** which was already carrying chains as well as a bag of wrenches. We were lucky because there seemed to be no one home except the watch dog who had no spite at his former pal. The wood sawing parts were quickly removed to a nice pile near the wood shed. With the mule hitched to one end of a chain, the Metz to the other end, one boy on the mule, the other on the Metz and we were on our way. When we arrived home we had a very weary mule and what dad called a piece of junk but my mother, being a Sunday school teacher, had something else in mind such as sacrilegious, etc., for being on the road on Sunday with such a rig.

**Both agreed that it was a disgrace to the farmyard** and would have to leave with the next junk wagon to arrive. To this, the writer had to agree with the stipulation that some parts could be salvaged first. Although the frame, springs, axles and wheels did go for junk, the salvage agreement saved the day. The following week turned out to be one of those rainy, dreary times when farm work is at a very low ebb with little to do except the barn chores. This gave me an opportunity to pull the Metz into the barn where it was dismantled and the engine mounted on two wood beams, the driving disc replaced with a flat belt pulley supported by a babbitt bearing mounted on a cross-timber, the crank and radiator were in their proper place and a Model T Ford gas tank mounted over all. After a brushed-on coat of Fordson gray paint the writer had what looked like a nice power unit, although the name had not been coined at this time.

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



Since we have shifted all of our meeting minutes to our online member-only page many of you might not be keeping up with our club activities. As you can see, the planning for our August Show in Stowe is going on full bore. The work involved is unbelievable and the folks doing the work should all get medals!

It's an exciting show to be involved in with lots going on.  
You would be very welcomed if you would like to call and volunteer to help.

#### STOWE SHOW MEETING MINUTES....March 18, 2015

The Stowe Show Committee meeting was called to order at 7:03 p.m.,  
By co-chairman, **Bob Chase**.

1. General Information: The deaths of VAE members **Anita Bean** and **Don Brown** were noted with regret.
2. Parking: **Barry Duquette**, representing the **Masonic Scottish Rite**, reported on their issues regarding parking. They would like to assure ample parking for motorcycles as there were 226 last year. He also raised the issue of an increase in compensation, which will be considered.
3. Brochure Proof: The brochure is a little late, due to additional changes but looks very good at this time. A decision was made to order 16K copies as well as to order envelopes.
4. Dash Plaques & Trophies: **Duane Leach** showed a copy of the plaque with **Fred Cook's Triumph** pictured. Minor changes were suggested. The trophy is okay
5. Parade: The need to tighten up the parade formation was discussed. Pre-staging, start time and coordination with police need attention.
6. Special Displays: Sun Common will display a solar powered recharge station for electric cars. **Lee Bodette** of WOKO has agreed to broadcast the "Radio Flea Market" from the field on Sunday.
7. Sponsorship: **Bob Chase** reported collecting \$3,750 so far with an additional \$1,500 committed. The Morrisville special edition paper is working to coordinate their advertisement solicitation with our sponsorship solicitation.
8. Pre-registration: **Duane Leach** reported 29 on-line registrations so far. **Tom McHugh** has 3 Flea Market registrations. **Jessica Bean** is ready to receive mail-in registrations and response cards have been ordered.
9. Judging Update: **Leo Laferriere** is retiring as chief judge, since 1962. His replacement will be selected by the judging committee.
10. Clothing: **Duane Leach**, **Andy Barnett**, and **Bob Chase** will take care of selecting clothing item colors. Hats for judges will be green and those for field staff will be maroon.
11. Show Departments: Posters are ready in two sizes.
12. Other Business: **Fred Cook** mentioned Rotary Club raffle tickets which he has for sale.
13. The meeting adjourned at 8:34 pm.

Respectfully submitted, **Gael Boardman**, acting secretary







**Brighton Elementary School**

*All who walk through these doors are valued!*



## Island Pond School Fundraiser (car show)

**WHO:** You! Just bring your car (limited space - so no street rods please and just you in your daily driver is OK)

**WHAT:** Car show for students at Brighton Elementary School in Island Pond. Plus some educational presentations including advances in safety. Please make a list of any safety devices on your car, if any.

**WHEN:** Friday, May 15, 1:00-4:00 PM. Plan to stay a little later, if possible, so local residents can view the cars. If it looks like heavy rain we will move the meet to May 22,

**Where:** 825 Railroad Street in Island Pond Vermont.

**WHY:** A fund raiser for the 8th grade class trip to: (as yet undetermined, until all fund raisers are finished and how much money they raise). We have decided a \$10 entry fee would be appropriate and more if you wish- sky's the limit! The idea for this fund raiser came from our friend and fellow VAE member, 8th grader, Ryan Roy. So let's support him.

PLEASE contact one of the following so we can have a car count and can contact you if it is postponed until the 22nd.

Bob LaLancette [rjlalancette@myfairpoint.net](mailto:rjlalancette@myfairpoint.net) (849-2692)

Gary Olney [nolney27\\_@hotmail.com](mailto:nolney27_@hotmail.com) (873-3552)

Wendell Noble [wnoble@myfairpoint.net](mailto:wnoble@myfairpoint.net) (893-2232)

Just a thought: If you can stay overnight we could have a short tour Saturday morning and then join a small car show at the presentation of our "Golden Wrench Award" at North Country Union High School.

Contact Gary Olney for motel suggestions and their rates.

## The Alaska trip by Chartered Bus

The Alaska trip could be done very affordably by chartering a bus in Seattle, Washington and making the trip as a group to Fairbanks, AK returning on the Inside Passage Ferry. The sightseeing along the way would be to our specifications. I assume some of us would want to fish for Arctic Char at MILEPOST 705 and perhaps take a train ride in Whitehorse, Yukon Territory down to Skagway, AK and back. While in Fairbanks, we would eat at the LOOSE MOOSE Café and visit the auto museum. In checking on the cost of a charter, I found that the transportation cost per person for 40 passengers would be about \$750 for the trip in a 58 passenger bus, shown in the photo. Lodging would of course be in addition, as would meals and the ferry accommodations.

Getting to Seattle from Vermont would best be done through a direct flight from Boston to Seattle. A MEGABUS ride into Boston Logan would connect us with several Airlines. EXPEDIA tells us that a flight around June 12th from Boston to Seattle returning on June 30th would cost about \$520 per person on Alaska Airlines, as an example.

If you suffer from an interest in this endeavor, you might contact Richard McLay at (802) 658-6064 or through E-mail at [richarddarenmclay@yahoo.com](mailto:richarddarenmclay@yahoo.com).



### VAAS Directors

Charlie Thompson, *Secretary*

Dick Wheatley-*Treasurer*

Gary Olney

Tom McHugh, *Vice Chair*

David Sander, *Chair*

Bob Chase

Jim Carey

*\* Officers will be appointed in the  
January meeting*

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

### VAE OFFICERS AND DIRECTORS

Robert Lalancette – *VAE Chairman*

802-849-2692 [rjlalancette@myfairpoint.net](mailto:rjlalancette@myfairpoint.net)

Dan Noyes - *President*

802-730-7171 [dan@streambanks.org](mailto:dan@streambanks.org)

Joanna Therrien Conti— *1st Vice & Activities*

*Chair* 802-244-8375 [good66year@gmail.com](mailto:good66year@gmail.com)

Dave Stone— *2nd. Vice & Assistant Activity Chair*

802-878-5943 [dsatbtv@aol.com](mailto:dsatbtv@aol.com)

Dick Wheatley- *Treasurer*

802-879-9455 [rwheatcpa@aol.com](mailto:rwheatcpa@aol.com)

Bill Sander,- *Recording Secretary*

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

Ed Hilbert 802-453-3743 (*In 2nd yr. of term*)

John Des Groseilliers 802-472-5541 (*1 year*)

Duane Leach 802-849-6174 (*1 year*)

### MEMBERSHIP SUPPORT TEAM

Membership Secretary (Ex-Officio)

Christina McCaffrey

89 Ledge Road

Burlington VT 05401-4140

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

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

VAE Show Chairs/Board Ex-Officio

Antique and Classic Car Meet (Stowe)

Bob Chase, Chair, 802-253-4897

Duane Leach, Co-Chair, 802-849-6174

#### **Mission Statement:**

The Vermont Antique Automobile Society is a tax free 501c3 organization dedicated to the preservation, protection, promotion and appreciation of automotive history and technology.

Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE/VAAS membership.

Monthly deadline  
The 10th

Your editor and other authors are made aware of some new products, services or information that they feel may have value to VAE's membership. These products, services or informationals are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.

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

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

or

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

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

Membership  
Only \$30  
2 years  
\$50

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

# "VAE May Monthly Meet"



## Island Pond School Fundraiser (Car Show)

**Friday, May 15, 1:00-4:00 PM**

*Rain Date.... May 22, 1:00-4:00 PM*

Come and help VAE member and fellow student, **Ryan Roy**, raise a few dollars for their class trip.

→ All the detail on page 13 ←

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

**July 19..... Sunday Noontime picnic** Silver Lake State Park in Barnard, VT. Contact Joanna if your going so we can get the reduced entry fee of \$2 per person. Bring your own meat to grill, volunteers to bring salads? Water and soda provided by VAE. Rain or shine event as we will have the pavilion building.

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

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

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

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

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

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





# Wheel Tracks Classified

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

**May  
Bumper Sticker...**

**Learn from your  
parents' mistakes.  
Use birth control!**

**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: oldcar1@gmavt.net

DAVID G. STEINMAN  
WAITSFIELD, VT 05673

**For Sale....**



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



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



Limited Edition. Becker AutoRadio Europa 582 from a

79 MB280SLC. \$35.00

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

6/15

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

6/15

**For Sale.... VAE Tour Banners.**  
Sturdy Cotton with ties, \$20.00.  
"Your car will wear it softly"  
Wendell Noble 802-893-2232  
wnoble@myfairpoint.net



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

6/15

**For Sale.....** A 1927 Ford model T Roadster. Runs and looks great. Mom is moving to senior housing and there is no storage space. \$6500.00 Call Bruce Maxfield, Johnson, Vermont. 802-373-9995

6/15

**Wanted.....** Popular Science and Popular Mechanics type magazines from before WWII. I loaned some from my shelf and they never came back.

Call Ken Barber, 802- 525-3787

6/15



**Wanted....** I am looking to buy a radiator shell for a 1929/1930 Chevrolet. Please call me if you have one you would sell.  
Fred Gonet 802-226-7709

7/15

**For Sale..... 1950 Ford Fordor** w/ sandblasted and painted chassis. Complete minus engine/tranny. \$1,500 of EMS sheet metal panels.

Also **1951 coupe**. No engine/tranny/interior. \$500 of new steering box components. Combine the 2 to make one? \$3,000 for both. Can deliver vehicles for expenses.

Ken Gypson 518 423 7565 kengypson@yahoo.com 6/16

**For Sale.....** 1931 Model A Ford Pickup.

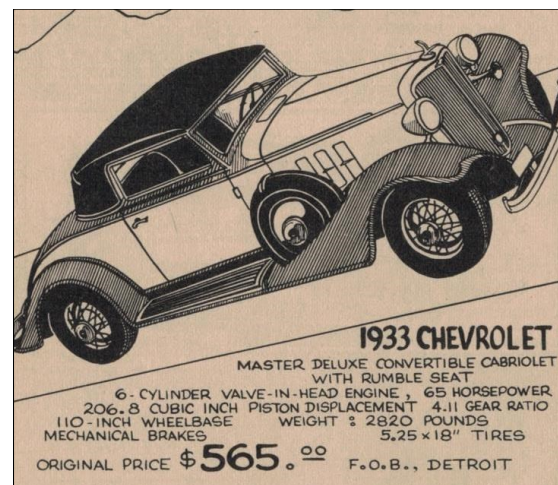
Runs great, new (in-the-box) bed, fenders, bumper etc. (\$3800.00 in new parts) Put it together and head down the road. Reason for sale: Loyalties have changed and there is a Dodge that needs that spot in the barn. Price guide says finished truck value \$14k plus. \$8700.00. Call Gary Fiske 802-933-7780.



6/15

**Wanted.....**  
Roadworthy and in good condition, A1933, 1934 or 1935 Chevrolet. Any body style would be fine.  
Call Jim Egnasher at 518-799-2291

6/15



**Wanted.....** Motor magazines from early-on to mid 30s. Also early Motors or Chilton repair manuals through the early 30s.  
Gary Fiske 802-933-7780

7/15



**VERMONT AUTOMOBILE ENTHUSIASTS**

Please Send Dues or Address Changes to:

**Christina McCaffrey**

Membership Secretary

89 Ledge Road

**Burlington, VT 05401-4140**

*christina.mccaffrey@vtmednet.org*



Andy & Marty Barnett's  
1954 Chevrolet 210

May 2015



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

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

### Willie & Sally on route to the Shelburne Museum Classic Auto Festival in their Cadillac

Willie is hurrying to the museum to register for the festival and get a prime spot to display his vehicle as a tribute to Henry Leland. Sally asks Willie, "Why are you in such a rush?" Willie replies, "I want to get there before there is a long line at registration." "Well couldn't you have avoided the line by pre-registering before May 15th and saved \$10 that I could have used to buy a new hat?" Sally inquires. Willie, "Yes, but..." "BUT, you just missed the turn into the museum" Sally shouts with disgust. "Sally drag your feet to slow me down so I can make a U turn. Thanks Sally, I'll buy you a new pair of shoes when we get home." "Willie the first thing you're going to do when we get home is pre-register for Stowe, then the new shoes for me and brake shoes for the car. I don't want to go through this again in August. You always procrastinate." Willie sheepishly, "Yes dear, would you like to drive?"



Don't be a Willie, pre-register now online or by mail. Save time, money, and a headache. Remember anything Cadillac is welcomed for the tribute to Henry Leland, from Willie and Sally's pint size to a 2015 CTSV. Got a Cadillac ambulance, hearse, or flower car? We would like to have it in our display.

Shelburne Information and Contacts: Website: [vtauto.org](http://vtauto.org)

Co-chairs: Bill at [vtearly@gmail.com](mailto:vtearly@gmail.com) (802) 372-6521 & Ernie at [britishjalopies@aol.com](mailto:britishjalopies@aol.com)

Cadillac Display: Jim packardsu8@netscape.net (802) 598-1663