

# Wheel Tracks



Don Perdue's story of the  
"Macaroni Monza"  
journey  
to become the  
"Almquist Sportster"

Read more on pages  
6 & 13

*This page's two larger  
photos taken by  
Gary Olney*





FROM THE PRESIDENT...  
DAN NOYES

I always look forward to spring and those first sunny days when the temperatures start to consistently hit the high 60's!

Every year Vermont seems to jump from feeling like winter directly into feeling like summer. It's those first warm days that I look forward to dusting my Model T off, filling the radiator, some fresh gas and heading out for a ride down Rt 12. Either way I'm looking forward to all the great events we have planned for this spring, summer and fall and I hope you do as well.

Our second year at Shelburne is coming together nicely. Ernie and Andy and the rest of the team have done a great job working with the Museum Staff putting together what will prove to be a great show. The theme this year is the "Art of Cars" and we will have some amazing cars there to celebrate. Don't forget if you have a first production year or custom bodied car in any condition we want to know, the more the merrier.

The Stowe show with co-chairs Bob and Duane and their team have a lot in the works this year. Some amazing race cars will be on display. We will have new food vendors, valve cover racing, fashion show and acres of flea market. Don't miss the street dance, every year it just keeps getting better!

The Education and Outreach committee has the Golden Wrench awards ready to go. This year we will have a special event for the recipients. We will be gathering at Thunder Road just before the Stowe show where recipients will be recognized for their achievement. Hope you can make it!

Monthly meets will feature garage tours, an over night to Hemmings where you are sure to see some interesting cars. We have also partnered with Cars and Coffee to host gatherings in the Burlington area throughout the summer. Check out our new and improved website for up to date times and locations.

So as you can see there is a lot going on this driving season so get out, get involved, and meet enthusiasts across the state.

Respectfully,



VAE Officers & Directors

David Sander – VAE Chairman  
802-434-8418 [dasander@aol.com](mailto:dasander@aol.com)  
Dan Noyes - President  
802-730-7171 [dan@streambanks.org](mailto:dan@streambanks.org)  
Dave Stone— 1st Vice & Activities Chair  
802-878-5943 [dsatbtv@aol.com](mailto:dsatbtv@aol.com)  
Jeff Mclay— 2nd. Vice & Assistant Activity Chair  
802—454-7853 [jefferymacclay@hotmail.com](mailto:jefferymacclay@hotmail.com)  
Don Pierce- Treasurer  
802-879-3087 [dwp@melodyelectric.com](mailto:dwp@melodyelectric.com)  
Charlie Thompson- Recording Secretary  
802-878-2536 [charlieandmarion@comcast.net](mailto:charlieandmarion@comcast.net)  
Duane Leach 802-453-3743  
John Des Groseilliers 802-472-5541  
Tom McHugh 802-862-1733

Education/ Outreach Committee

Wendell Noble—Chair	Gary Olney
Don Perdue— V- Chair	Gael Boardman
Ed Hilbert— Secretary	John Malinowski
Tom McHugh	Gary Fiske
Scott Hogaboom	

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 Antique and Classic Car Meet (Stowe)Co-chairs  
Bob Chase 802-253-4897  
Duane Leach 802-849-6174  
The Shelburne Show Co-chairs  
Ernie Clerihew 802-483-6871  
Andy Barnett 802-862-4388

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

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

Sunshine Chair  
Christina McCaffrey 802-862-3133  
[christina.mccaffrey@vtmednet.org](mailto:christina.mccaffrey@vtmednet.org)

Welcoming Committee  
David Hillman  
[david.hillman@vtmednet.org](mailto:david.hillman@vtmednet.org)

L. Brown & Sons of Barre, VT- publisher

Inside This Issue....

- ♦ Mary's "Thoughts from Spring".....Page 4
- ♦ A visiting professor at WT Academy.....Page 5
- ♦ "A Chickasha Tale"....Page 7
- ♦ Automatic Tranny up-keep from Dave's Garage....Page 8
- ♦ Chris' last "Auto ABCs"....Z is for Zent... Page 10





FROM YOUR EDITOR... GARY FISKE

Wheel Tracks  
Monthly deadline  
The 10th

Membership  
Only \$30  
\$50 for 2 years

**I needed more room** to add the Education & Outreach Committee info on page 2 and have not found a permanent home for the two messages on the right. So I thought it was a good time to "point" them out. Ahhhhh, you say, *very interesting!*

**The Education & Outreach Committee.....** I would suggest it is a very exciting committee that you should be watching closely. The committee first came about when the VAAS and our non-profit status was established and it hit the ground running. **The Golden Wrench Award** idea came from there and today we have a wonderful connection to the 16 high school career centers in Vermont. The award began a very nice relationship with the 400 to 500 auto technology students in those centers. The focus will continue with new ideas for us to do even better.

This publication has been guided by the committee for the past four years, another indication of the forward thinking that goes on in their meeting sessions. Along with most of the libraries in Vermont, over 500 **Wheel Tracks** are mailed each month. It might also explain many of the over quarter million hits our website has had.

There is always room if you want to attend. There is also room for your ideas in our commitment to education. We have been meeting monthly at the **Dorothy Alling Memorial Library** in Williston. Just ask me or Wendell Noble the date of our next gathering.

**The Macaroni Monza** is our feature this month. I have had kind of a rule to feature only VAE Club member vehicles but I am breaking the rule this month. **Don Perdue** told me about a car that a gent from across Lake Champlain by the name of **Clark Mitchell** started "building" sixty one years ago. The story of the car's history and journey to what it is today is remarkable. Don has done a wonderful job collecting the story facts and writing what you find on page 6 & 13. I hope you enjoy it, I certainly did.

**I had the idea of writing something about a friend I recently** met who was selling his antique car collection....but I am not a good enough writer for the job. You see, this friend is dying from colon cancer and wants to make things less complicated for his wife by finding homes for his 'beauties'. He is an encyclopedia when it comes to his brand of old cars and his chapters of knowledge started when he was very young. He is 62 now. He is a gentle person with a Long Island accent and no mater what... Oxygen tubes...coughing fits... what he calls 'chemo-brain' where he stops remembering for a moment.... he still wants to talk "old cars".

It sure stops me in my tracks when he is on my mind. What's important and what is not becomes very easy to see when I think of John.

These old cars we have puts us on the world map... a very nice and simple place to be. John, in his condition, is still teaching. Thank you John.

\*\*\*\*\*

**Dear Editor,**

I just finished reading the story about the Locomobile that Dr. Linsley sold to Royal Peake, and a couple of things caught my eye. First, you have his name variously spelled as both Linsley and Lindsley. I believe the former is correct.

I recognized his name from back in 1971 when I was in college at UVM and took a Vermont history class. As part of that, we were required to write a term paper, which I did on the history of Vermont license plates (the license plate history that the Vermont DMV has on their web site is taken from that). One of the things I turned up in my research was from the September 11, 1924 Burlington Free Press, which had an article titled "**Burlingtonian Had First Vermont Car**". This said that Dr. J.H. Linsley of Burlington, originator of the first State Laboratory, purchased a one seat Stanley Steamer in 1898 from the Stanley Brothers at a cost of about \$900, and that this was the first automobile in Vermont (not counting the steam car built by John Gore in Brattleboro in the 1830's). He was joined by Charles C. Warren of Waterbury in 1899, who purchased a Haynes-Apperson. So it would seem that if Dr. Linsley purchased a Locomobile, to qualify as a dealer, it must have been after he bought the Stanley.

I also did a quick Google search, and found that he sold the car to Mr. Peake just in time, as Dr. Linsley died only six months later, on February 17, 1901, of meningitis at the age of 41.

**On a different topic**, the mystery photo in the April issue on page 15 caught my interest, not so much for the car (which I really don't have much idea about - it does look quite a lot like the 1931 Pontiac I once had, but other cars of that era look pretty similar as well, ...), but I am curious what the building in the background might be, if you know anything about that.

Anyway, another interesting issue, as always!

Gary Irish

*Sorry Gary I, the person who sent the picture did identify the building but I can't find his note. If you (the sender) are out there in "WT land", would you ID the building again for us? GF*

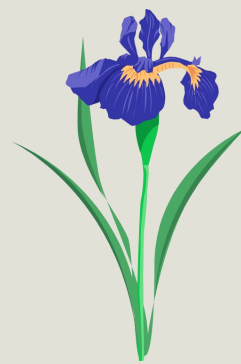
Wheel Tracks is a monthly newsletter published in print and electronically for the public, and for the VAE membership.

"How to be a member"  
\*\*Go to [vtauto.org](http://vtauto.org)  
\*\*Click "Join VAE"  
\*\*Print form,  
fill it out and mail it with your  
\$ to our secretary

\*\*\*Contact Us At\*\*\*  
[vaeinfo@gmail.com](mailto:vaeinfo@gmail.com)  
Or  
\*\*\*Our Website at\*\*\*  
[vtauto.org](http://vtauto.org)

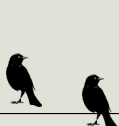
Your editor and other authors are made aware of some new products, services or information that they feel may have value to VAE's membership. These are not an endorsement by the VAE unless otherwise noted. The opinions are solely those of the particular article's author.





## "THE SOFTER SIDE"

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



### Spring Thoughts from Mary Noble



What happened to winter?? We did get a couple inches of snow recently which started to melt, then was completely gone once the rain started. Those earlier cold temperatures didn't make the daffodils happy nor the tulips, but the birds were happy as they had extra feedings, due to the pesky blackbirds who clean out a feeder very quickly.



But enough about weather and birds, it is Vermont weather and not likely to change, as it should not. It's spring and time to think about the Stowe Car Show to come in August. Specifically, it is time to think about what we should be offering at the Souvenir Tent. So, a few weeks ago, Kit Wheatley, Andy and Marty Barnett, Judy Boardman and I met with East Coast Printers in Essex Junction to get new ideas for items to sell, such as tee shirts, sweatshirts, hats for children and adults, tote bags with Stowe Show logo, toddler size tee shirts, coffee mugs, etc. There is always room for new ideas to please the crowd. If you have ideas for items to add, please let us know. Ideas we haven't heard yet are bobble heads of club officers, VAE monogrammed fuzzy dice, chia flower pots shaped like cars and gear oil scented air fresheners. If you think those are good ideas, we don't want to hear about it!!



Well, so much for the intellectual pursuit of writing. I've got to get back to stacking wood for Wendell. He is cutting up a huge load of logs for next winter and it has to be done before it is time for cleaning up the yard and getting the vegetable garden prepped. It's good not to get bored!



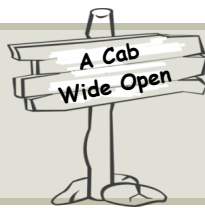
#### From Chris Barbieri....

To all VAE Members and Friends: I've organized another trip to China from June 18 to 29th. Cities included are Shanghai, Hangzhou, Xi'an and Beijing. We'll visit the Terra Cotta Warriors, Tiananmen Sq. the Forbidden City and climb the Great Wall. We'll eat real Chinese food in local restaurants and avoid tourist traps. We'll also visit the Chinese Traditional Medicine University to see what Chinese medicine is all about.

I'll be your tour leader and promise you the adventure of a lifetime. If you'd like to learn more about joining our group to China contact me at 802-249-0272 or at cgeeb99@gmail.com







## WORDS

**"Hannah's Cook"**... The expression comes from the days of sailing ships and means "hand or cook". When the captain felt a fish or a whale was not worth going after and he thought it was not worth risking a single "hand" or even the "cook".



A group of women were at a seminar on how to live in a loving relationship with their husbands. The women were asked, "How many of you love your husband?" All the women raised their hands.

Then they were asked, "When was the last time you told your husband you loved him?"

Some women answered today, a few yesterday, and some couldn't remember.

The women were then told to take out their cell phones and text their husband:

"I love you, sweetheart."

Next the women were instructed to exchange phones with another woman and read aloud the text message they received in response to their message.

If you have been married for quite a while, you understand that these replies are a sign of true love....who else would reply in such a succinct and honest way?

1. Who the hell is this?
2. Eh, mother of my children, are you sick or what?
3. Yeah, and I love you too. What's wrong?
4. What now? Did you wreck the car again?
5. I don't understand what you mean?
6. What the hell did you do now?
7. Don't beat about the bush, just tell me how much you need?
8. Am I dreaming?
9. If you don't tell me who this message is actually for, someone will die.
10. I thought we agreed you wouldn't drink during the day.
11. Your mother is coming to stay with us, isn't she?

## Wheel Tracks Academy



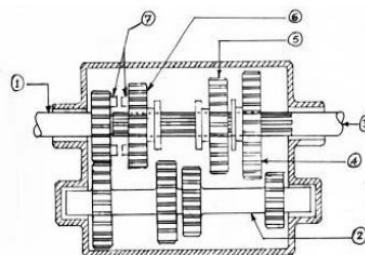
### Getting In Gear

Visiting professor...Wendell Noble

The prior Wheel Tracks Academy piece on transmissions should have an appeal beyond the real "gear heads" among us.

It certainly appealed to me and prompted thoughts about my experiences with the gear boxes in my fleet. My prewar cars all have three speed sliding gear transmissions. This type of gear box, with the "H" type of shift pattern, became the standard transmission for most makes by 1928. It operates by sliding an output gear along it's shaft to mesh with the selected input gear.

### Sliding Mesh Gearbox



1. main drive gear
2. counter shaft
3. main shaft
4. I gear
5. II gear
6. III gear
7. top speed engaging dogs

This operation goes pretty smoothly when the car is not moving and the clutch pedal is depressed. However, when things are in motion, it's a different matter. When two gears are to engage with each other while turning at different speeds, there is going to be some resistance and a lot of noise. That's why these transmissions were derisively called "**crash boxes**." The sound of grinding gears on shifting cars was common when I was a kid. The wise guy on the sidewalk would yell out to the gear grinding driver, "Hey! Grind me a pound!" The skilled and experienced driver learned to avoid gear grinding by double clutching. This was accomplished by depressing the clutch once to shift into neutral, then let up on the clutch briefly while revving the engine to get the input gears spinning at the right speed to match the output gears. Then depress the clutch again to shift into gear. Once you get the hang of it, it becomes second nature and works pretty well. To a new driver however, it was a noisy and embarrassing learning curve.

*Continued on page 9*



*From the front page....*

June 1954 - mid-Century in what has been typified by many as the Age of the Automobile - General Motors had just produced its 50 millionth car - Mercedes introduced the 300SL coupe, with its now famous gull-wing doors - Nash and Hudson had merged to form the American Motors Corp (AMC) - the Dow Jones Industrial Average closed at an all time high of 382.74.



The Macaroni Monza I (MM I), when new, near Clearfield PA. Vernon Fox standing beside Clark in the Macaroni Monza I

In Clearfield PA, Clark Mitchell, who was still in high school, was just starting to build his own Class H modified Crosley based sports car in the Mitchell Mills garages, his family's business.

Clark's mechanical sensibility came from working on the Mill's and friend's vehicles, building & selling kayaks of his own design, and constructing & flying numerous hand-built model planes. His intention being to make a basic tubular shaped, aluminum skinned body with cycle fenders, put it on the Crosley chassis and hop up the engine for more power. Over the preceding winter he had created several scale clay models for the national **Fisher Body Craftsman's Guild competition**. His design ideas generated some real interest among his family, friends and neighbors. They were aware that he was working on creating his own ultra-lightweight sports car. Several days into his project, he had a visitor. **Harry Heim** stopped in at Mitchell Mills to purchase dog food for his Russian Wolf Hounds. Clark's father noticed Harry's car was rather unusual for those parts, a **Riley Healy**.

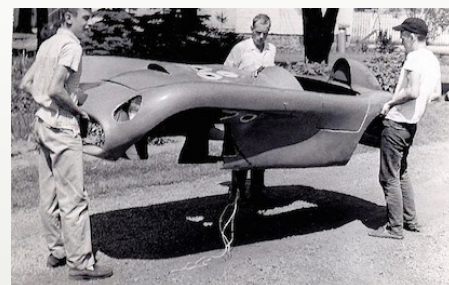
Quoting Clark, "When Harry learned that I was dismantling a Crosley to transform it into an aluminum bodied, cycle fendered, 'H'-modified sports car . . . dad gave him directions to our garages. He came into where I was working, introduced himself, looked at my drawings and clay models, listened to my ideas before saying, 'Sell the Crosley and help me design and fabricate a fiberglass sports car body for my friend's Stanguellini chassis.' He upped the incentive by saying, 'I'll keep the molds because this will be a completely separate project from my contract with CPI,' and finally he added, 'I know where there are a couple of Fiat Topolino

chassis that we can lay up two more bodies for, so we can build two cars of our own and go racing.' Could I say NO' . . . NO!"

It was then he asked me to collaborate with him on the project car for his friend **John Iglehart**.

Between that time and my attending Penn State in the fall of 1954, we were able to pull the first fiberglass body from the female mold in the **Clearfield Plastics** parking lot on a sunny early autumn morning. 'Hey Harry, the way the sun is back-lighting the body, it looks like macaroni!', Harry instantly responded, "Hey Clark, we'll call it a '**Macaroni Monza**.'"

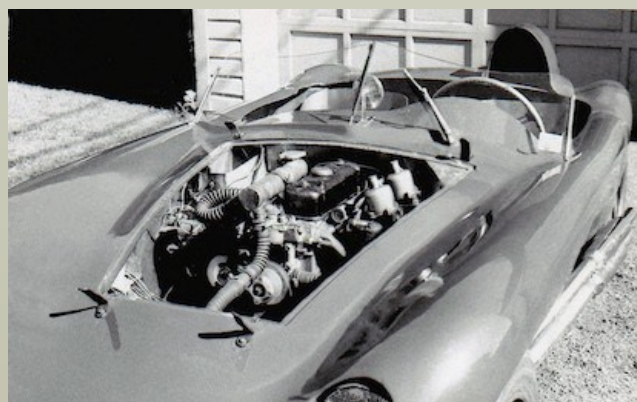
Everybody wants to call a pseudo-sporty car a 'Monza,' and ours has really sporty coachwork." At that moment Clark Mitchell's Clearfield Classic, the original Macaroni Monza, became a reality.



1954 Macaroni Monza I body shell, wired & ready

The Macaroni Monzas have gone through five phases since pulling that original fiberglass body shell - when completing the Macaroni Monza I - a larger version was fashioned by **Harry Heim Associates** and sold through **Almquist Engineering** - to a day in the early '90s when Clark inquired of his life long friend, Roger Adam if he would sell his car. . . Roger said, "You can have it!" (more on this on the page 13) - to Clark re building/reconstructing that car into his current Macaroni Monza II.

Four years went into that recreation. In 1997 it was complete. Clark drove his new again MM II from his home near Ausable Chasm NY down to Clearfield PA where it was a featured car in the **Central Mountains Region AACA** car show. Clark and his car had traveled full circle back to their shared origin.



MM I body shell on Fiat Topolino chassis with BMCSomerses Engine and twin SU carb manifold.

*Continued on page 13*





Edi Fiske

# The Roadside Diner

I would like to hear how you liked the dish, [edifiske@gmail.com](mailto:edifiske@gmail.com)



## Boiled Maple Cake

1 c maple syrup  
1/2 c oil  
1 tsp. EACH: cloves, nutmeg, cinnamon  
and salt  
1 c raisins

1 c cold water  
2 c flour  
1 tsp. baking soda  
1/2 c chopped walnuts

Boil syrup, oil, spices, raisins and water for 4 minutes. Chill, then add remaining ingredients. Beat well and bake in medium-sized loaf pan at 350 degrees for 1 hour.

A

**Chickasha**

Tale

From Paul Baresel

### A Boiled New England Dinner and a Glass Eye

The dynamic trio of **Vinny Cassidy**, **Gary Olney**, and **Paul Baresel** took to the highways and byways this past March to the annual Pre-War swap meet in Chickasha, OK. **Don Lang**, of **Lang's Old Car Parts**, had lent us his large enclosed trailer to tow behind Vinny's van. Don made arrangements with Vinny to trailer back a car he had purchased to be delivered to Chickasha. Vinny had other plans for the trailer. The more room, the more stuff to carry and sell. Vinny had made arrangements to stop to buy some parts on our travels. We arrived and the lets-make-a-deal car parts buy show began. This was a nice diversion from all of the driving down to Chickasha. All went well and as we were leaving, the seller spoke of another person who wanted to get rid of model t parts. Off to the next buy!

**American Pickers had nothing to compare** to what we were exposed to at this next stop. It was in the heart of a town that stereotypes a mid-western city. All brick buildings, huge glass store windows, straight roads, and no frost heaves! We met Charlie and what a character. If you have not seen the comedy movie "Reds", you would really not appreciate this person. "Reds" stands for Retired, Extremely Dangerous. We really met a person of this devious personality and it was the highlight of the trip. Charlie's building was a typical large brick building with cracked windows, falling ceiling tiles, and water on the floor after a recent thunderstorm. One look at Charlie and his personal demeanor required a "Yes, Sir" at the end of each sentence. Charlie loves Duesenbergs. Not just one or two cars, but several in different stages of restoration. He proudly claims that he is a work-a-holic and trained himself on all stages of restoration. He has several cars that he has restored for customers and has three Duesenbergs he is working on all at once. Car restoration is his second career. He informed his handler that he was changing careers after having his face modified by a small arms bullet. Prudence was very necessary at this time. We did not ask from what country he acquired the bullet. Also, Charlie's first interest in life is weaponry. It is sort of an ongoing extension from his first career and Grimm's Fairytales. One would not find his collectables at a local gun show or gun club.

He showed us a German WWII antiaircraft gun that is supposed to be the last remaining one. Good Ol'e Vin went to take a photo and got his head bit off by Charlie. "NO PHOTOS WHATSOEVER". Charlie took great pride in telling us how he threw the American Pickers off his property for showing up unannounced and with cameras. I would pay to have seen Frank's face with Charlie towering over him. Yup, Charlie is the intelligent side of Get Smart. I finally got up the muster to ask him if he was a "Red". Boy, I had to qualify myself real fast that he was not a communist, but retired, extremely dangerous. NO!, he had not seen the movie and I deftly changed the subject.

**The Model T stuff was a bust and too much rust.** I was happy to get out of there and kept scanning the skies for a drone and told Gary and Vinny to drop if they saw a reflection of a red dot around them.

*Stay tuned in the June 2016 Wheel Tracks for the rest of "A Chickasha Tale"*







## AUTOMATIC TRANSMISSION SERVICE

There is little maintenance that can be done on newer automatic transmissions. Some are even sealed at the factory with no dipstick. Even routine fluid and filter changes are often not recommended in the service interval.

Older automatic transmissions do require regular servicing. Regular fluid and filter changes will extend the life of the transmission. If the transmission is beginning to malfunction, a service is in order.

### AUTOMATIC TRANSMISSION SERVICE

One of the most important things to consider when servicing a transmission is to use the proper fluid. Older Ford vehicles and other vehicles with a Borg-Warner automatic require type F ATF. Older Chrysler vehicles required type A ATF, which is unavailable now. It turns out, a 50/50 mixture of Type F and Dexron ATF is a good replacement for Type A. GM vehicles and Chrysler vehicles with the Torqueflite transmission generally require Dexron/Mercon ATF. Dexron/Mercon ATF is a modern, backwards compatible ATF replacing all prior Dexron and Mercon fluids. Newer Chrysler vehicles require ATF+4. Check the owners manual or the Internet to ensure you have the proper fluid.

### FLUID AND FILTER CHANGE

If a vehicle is due for a transmission service, or is experiencing some problems the first step is to check the fluid. The fluid level should be up to the proper mark on the dipstick. If the transmission is cold, there is a "cold" mark; if the fluid is warm, it will expand and should correspond to the "high" Mark.

Fluid in serviceable condition should be red colored. If the fluid is black or brown,

that is a good indication it needs to be changed. The fluid should not smell burnt. If it does, this is a good indication the transmission ran hot. The transmission cooler should be checked or replaced. Overheating fluid is a leading cause of transmission failure.

Check the magnet and the filter once you drop the pan. The magnet will likely have very fine metal shavings. It may look a bit like a Christmas tree. Fine shavings are normal, larger chunks of metal, or metal shavings is an indication of a pending catastrophic transmission failure. The filter should be largely clean. It is common for a few particles of clutch material or gasket material to be trapped in the filter. Replacement of the filter and pan gasket is an easy process. Brake cleaner is a suitable solvent to clean the pan and gasket mating surface. A new gasket, and proper torque on the pan gasket will prevent leaks. It is generally a bad idea to use RTV silicone with the gasket. Some vehicles have silicone RTV from the factory.



The RTV can do extensive damage to the transmission if it is sucked in to the fluid stream. Often when the OEM specified RTV, a gasket is available. If a band adjustment is going to be performed, this should be completed before the pan is returned to the engine. On some transmissions, there is a second pan that needs to be removed to access the second gear band adjustment.

This and the above picture show how the oil pan magnet and the magnetic drain plug have fine metal shavings on them.

Notice how the fluid is dark and the pan has sludge on it.



Continue Tranny Service...page 12





If you bring up at our website ([vtauto.org](http://vtauto.org)), you might find a little different look. A gentleman from Weybridge by the name of **Justin Perdue** has just become our new webmaster. He is taking the place of our long time webmaster, Rachel Smith.

Justin's day-job is working the internet web as a webmaster and also web advertising.

His not-day-job (skill) has very little to do with the internet.....just go to [www.justinperdue.com](http://www.justinperdue.com) and you will find a very pleasant surprise. Justin Perdue is a jazz guitarist, composer and arranger. Turn the volume up on you PC you can hear some of his fantastic music.

You might also find Justin already has a connection to the VAE, his Dad Don is a member.

Now is a perfect time to give suggestions and even gripes about our website, because the modernization and updating that will be happening over the next 12 months. This is a perfect time for us to take in you ideas. Weybridge..... Is that in Vermont or Canada?



This photo of **Royal Peake** created a little WT feed-back. **Lloyd Davis** said it is most likely a right-hand drive car and the photographer most likely had Mr. Peake scoot to the left for the photo to keep the windshield reflection from hurting the picture. Lloyd went on to say one of the reason right-hand drives continued beyond it's time was that it was a status symbol in those days to have a "driver" and the right side was the "proper side".

**Marvin and Ellie Ball** noticed the 128 number plate and asked a Vermont plate expert, **Conrad Hughson of Putney**, for confirmation. Conrad said the car was in fact registered to Royal W. Peake of Bristol and it was a 40HP Packard but no year was noted.

Then there is **Gary Irish's** very informative letter-to-the-editor on page 3. Thank you all....

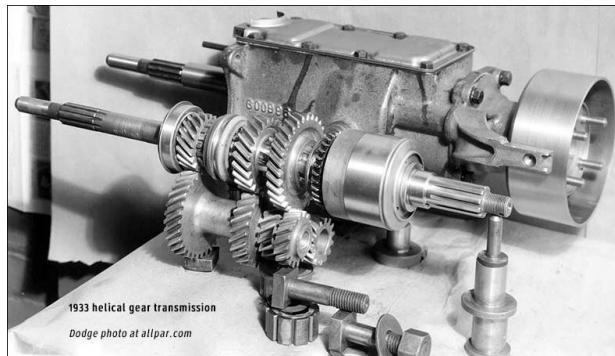
A couple of new...really old cars have been added to the VAE recently. The picture to the right is of an International Harvester High Wheeler, it is an "Autowagon" and one of the first half-ton trucks ever made. There is also the **IHC Autobuggy**, a lighter duty vehicle met more for softer rides for people instead of products. The picture is not one of the VAE additions, just a picture from back in the early 1900s. The new additions and the two members are not quite ready to "come out" yet.



**Wheel Tracks** has also recently witnessed the final "rebuild" of the 20HP engine belonging to the 1908 Autobuggy that came to Fairfield, Vermont last summer. **Fred Webster of Coventry, VT** has some 1500 pieces of old farm machinery in his 80,000 square feet of barn space. He agreed to sell the High Wheeler to Dennis Dodd and you would not believe the work Dennis has put into the project this past winter!

## Wheel Tracks Academy *From page 5*

The advent of the constant mesh synchro mesh transmissions in the 1930s solved this problem. With synchro mesh, the drive gears are always meshed, but can decouple from their shaft. The gear and it's shaft are coupled by sliding a "dog collar" which has gear teeth (or dogs) on the inside surface. The collar is splined to the output shaft and so, turns with sliding the collar forward engages the dogs with a set of teeth on the input shaft for third gear. Sliding rearward engages the collar with a set of teeth on second gear. In the process of engaging these teeth, the collar rides onto a conical surface of a bronze ring which acts as a friction clutch, starts the collar and it's shaft spinning at the same speed as the gear teeth. The meshing dogs and teeth are now synchronized so that they can mesh smoothly. For many years only second and third gears were synchronized. My modern car and truck have six gears synchronized. The obvious progression in this gear train of thought might lead us to automatic transmissions. However, that just leads to shiftlessness and further moral decline. ( *Well said by Wendell....* )



it.  
to

# “Z” is for “Zent”!

The final letter in Chris Chartier’s walk through the alphabet, pausing to reflect on the unusual and obscure American automobile manufacturing firms. I hope you’ve enjoyed the ride (I know I really have!) Wow! Do you remember any of the makes? I will enumerate them at the end of this installment, okay?

At the heart of “Z”’s entry was Schuyler Weaver Zent, who was born in August of 1863! I could not find out much about his upbringing nor aptitudes, but by the age of 40 he was in Evansville, Indiana, building the “Zent Mobile” which used a single cylinder motor (of his own patented design - # 637,317 of 1899). Advertisements for this car heralded that “no special chauffeur was needed” as it was simple to operate and maintain.

For unknown reasons, the Zent Mobile ceased operations, and Schuyler moved with his wife and family to Ohio. The October 12th, 1904 issue of The Horseless Age announced the incorporation of The Zent Automobile Manufacturing Company, with a capitalization of \$ 25,000! The factory was in Bellefontaine, Ohio. Among the incorporators were: **S.W. Zent, C.E. Yoder** (who was with Northern Ohio Telephone in 1899), a **Mr. Joseph J. Hantgen**, and **Nevin W. Smith** (an owner of racing horses) to name a few.

Zents seem to always have been air cooled. The 1904 Zent was a 2 cylinder unit, while the 1905 models graduated to three cylinders. The three cylinder motor appeared very similar to the “porcupine” design of the Knox’s from Springfield, Ma as they both employed multiple tubes to aid in cooling the cylinders. Zent acquired patent # 805510 for his design of the cooling tubes. By 1906 C.E. Yoder, who was president of Zent Auto, resigned and W.W. Osborn had taken over. The motor got bigger in ’06 as well, now up to 4 cylinders!

In 1907, Zent further capitalized to \$100,000 (as per “The Motor Way” of April, 1907) perhaps in anticipation of its dropping the founders name and marketing itself as the “Bellefontaine.” All production ceased in 1908, perhaps as a result of the Panic of 1907.

“Z” is for “Zent” friends, hope to see you all on the road again soon! Bear with me as I ponder my next meandering through the wonderful world of automobiles through these ramblings of words designed to encourage and broaden our horizons in the antique automobile hobby.

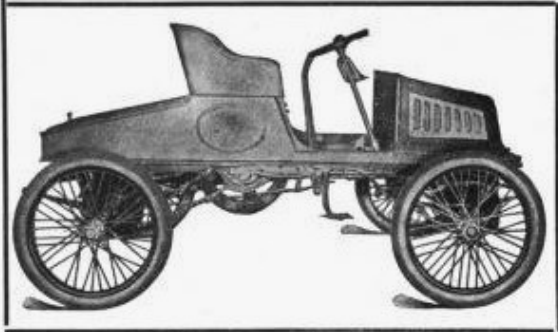
Thank you for your interest!

*Chris Chartier*

Greetings from Chris Chartier  
And  
His next “Auto ABCs”

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

## THE “ZENTMOBILE”



Where quality is desired, where comfort, durability and genuine pleasure is demanded in an automobile, this machine should be investigated before ordering.

We are all after results in an automobile, as well as everything else, and the best results are only obtained by years of persistent experimenting. We have passed through this stage. Don't buy an experiment. Get something that will require the least attention. It is a “ZENTMOBILE.” - - - Get price and full particulars.

**SINGLE CENTRE SPRING COMPANY, Evansville, Ind.**

### The 26 makes considered were:

**Adams-Farewell, Balzer, Carey, Dagmar, Eagle-MacComber,**

**Fox, Gas Au Lec, Hertz, Indian, Jordan, Knox, Lane & Dailey, Milburn, National, Orson,**

**Pratt, Queen, Rickenbacher, Selden, Templar,**

**Upton, Velie, Woods, Xenia, York, and Zent.**



# The Return of the Return to Shelburne Museum

What passed for winter is over by now and its about time for us to "dust off" the old autos and drive them around.

Make sure a trip to **Shelburne Museum** on the weekend of June 3,4,5 is part of your plan. On this weekend you can take advantage of the best deal of the year while having fun with your vehicle. What I am referring to is registering for and attending the **Shelburne Museum Classic Auto Festival** with your family and friends. The focus of this year's show is a special exhibit of old cars of artistic design; custom-bodied, experimental and prototype vehicles, but any antique vehicle (1991 and older please) is welcomed.

For a mere \$25 registration fee you and 3 others with you will get to show off your antique vehicle and avail yourselves of the Museum's collection of world class Vermont historic artifacts. Your car and over 200 hundred others will be displayed on the spacious lawns among beautiful gardens and fine old buildings. We are also expecting at least a dozen of the above mentioned custom-bodied cars which set styling trends in their time. This year's show will be an exciting event, made even better by your attendance. Use the registration form in the brochure you recently received in the mail or register on line at [vtauto.org](http://vtauto.org) See you at Shelburne!

**Ernie Clerihew** Co-chair, Shelburne Show



*You can bring your vehicle to the museum grounds on Friday and leave it for the three days. Ample museum security will watch over your beauty and keep it safe.*



**Emily Bolt of the UVM AERO Program has reported the AERO Team has decided to not continue to redesign problems they have found in the old race car (pictured) and to start new.**

**This from Emily....**

"We decided to build a new car because, although it is not

in the proper engineering spirit nor is it in the spirit of the competition, it really saved the team. Before we decided to build a car, the team had stagnated, there was hardly anyone in the shop ever, and nothing was being done to the old car. While it was a very interesting drive train design and our battery packs were also very cutting edge, nobody on the team really knew how to improve them or fix what was broken on them. The coupler for the rear motor and gas engine had taken at least 2 months more than needed due to errors in machining (mostly learning mistakes, but there were numerous other reasons). **All in all I think building a new car, even in a very short amount of time, was probably the best decision for the vitality of the club that we have made all year.**

**Right now AERO has decided to build an entirely new car, and we have spent the past week welding the new frame and welding on the suspension. We picked up the steel and had everything cut and dimensioned properly in one week and spent the next week tacking and welding the frame.**

**Currently the car is rolling** (all four wheels are on) and we are in the process of mounting the electric motor and creating the battery packs. Once this step is done we can attach the chain to the rear wheels, mount the batteries to the bottom of the frame and hook up the batteries to the battery management system, connect the motor to the motor controller box and have everything just about ready to drive.

All of this should happen between now and Monday morning. (*This report from Emily was on 4/8/16*)

One of our members is laying up the body out of aircraft fabric, but we have to wait until it gets warm to do that so right now he is preparing the aluminum "skeleton" for the body. We are also sending the body out to be painted bright green like our last frame was, although I'm not certain the timeline on that. That's just about it for now, we are also working on an immense amount of documentation as all of the previous documentation we have submitted to the competition has been for our old car.





## HARD TO SAY "NO" DEALS



### For Sale... 1941 Buick Special Model 41

Just get in and drive. Mostly original.  
\$13500 OBO. Paul Baresel  
pgbaresel@yahoo.com. 207-727-5855



**Barn Finds.....** They have to go before the barn falls down. **A late 20s Willys Night, an early 30s Chrysler and a Late 40s/early 50s Buick Special.** Call Wendell Nobel for more info. 802-893-2232



**For Sale....** 1968 Rolls Royce Silver Shadow 109,000 miles can be seen at Dussault Auto in St Albans call Jeff at 802-524-2189 for more info..

## Dave's Garage

From Page 8



**Draining the ATF will only remove about half of the fluid from the transmission.** There is often no way to drain the torque converter. One tip I learned is to pull the cooler return line off the transmission, and run it in to a bucket. After reattaching the pan and filling the transmission with new fluid, the torque converter will be filled with old fluid. Start the vehicle and watch the return hose. After about a quart of old fluid has been expelled, turn the vehicle off and add a quart of new fluid. Repeat this procedure until there is clean, new fluid pumped out of the return hose. This is an inexpensive and simple way to exchange all of the fluid without removing the torque converter.

### BAND ADJUSTMENTS

Older transmissions operate with friction bands to lock drums, causing the proper gear to engage. These bands are very similar to the bands in a Model T transmission. Unlike a Model T, with bands operated by foot pedals to engage gears, the conventional automatic uses hydraulic plungers to engage the friction band, causing the transmission to shift gears.

**These friction bands wear** as they are used. Eventually, the amount of wear on the band can cause a delayed shift. Service manuals will give the specifications for band adjustments. Generally, the second gear band adjustment will be accessed after dropping the pan. The first/reverse band is often on the exterior of the transmission, accessible without having to drop the pan. Service manuals will give the specifications for adjusting the band. Usually the band will have a jamb nut and an adjusting screw. After loosening the jamb nut, the adjustment screw is tightened to a specific torque, usually specified in inch pounds. After achieving the proper torque, it is not uncommon for the screw to be backed out a specified number of turns. It is often surprising to me how much I have to adjust the screw to achieve the proper adjustment.



Editor's find....  
**For Sale...**

Runs great,  
new transmission. 1984 International, 60K miles.  
\$1600.00. It's my neighbor's.

### Our Hemmings and garage tour trip is shaping up.



Friday the 8th of July, from 5:30-8PM, Hemmings cruise night, National Collector Car Appreciation Day, Hemmings would be willing to set aside parking for the VAE!! Also members garage tour trip on Saturday morning. I would like to get a head count for this function so I can RSVP Hemmings and Ken Gypson.

Here are some suggestions for over night accommodations . Feel free to research your own. Make your reservations fast, this is a tough time to book with all the activities and events.

#### Candlelight Motel, Arlington

802-375-6647, I have eight rooms blocked for Saturday night, 4 doubles and 4 single. Approximately 85-95 a night.

#### Brittany Motel, Manchester

802-681-5038, Jennifer. Unable to block rooms here, but members have stayed in the past. Rooms options still available, about 110. night.

#### Weathervane Motel, Manchester.

802-362-2444

#### Best Western, Bennington

802-442-6311

Thanks, Dave Stone.





*The initial larger bodied Almquist Sportster made in 1959 for Roger Adam by Harry Heim Assocs. Mounted on a Henry J chassis with a Chevy V8 that Roger built.*



*2016 - The Almquist Sportster now - Clark Mitchell with his restored Macaroni Monza II at the 15th Amelia Island Concours in 2010. Clark, who is a VAE member, will be showing his car at our 2016 Shelburne Classic Auto Festival this June 3rd, 4th & 5th.*

**Clark shares the following about being reunited with his car, "**One of the experiences that old car buffs truly enjoy is revisiting copies of the cars they previously owned. This experience escalates when that car is THE car . . . even more so when it's a car that they helped (maybe more like conspired) to design. Imagine . . . when I asked Roger Adam if he wanted to sell his **1959 RECONSTRUCTED ROADSTER . . .**

Roger & I had not only been involved in its construction, but also in the initial design of this fiberglass bodied, modified Henry J framed, Chevy powered virility symbol. He didn't want to sell it, instead he said, 'You can have it!' I said, 'For how much?' And Roger repeated, 'You can have it!' When I asked if he could come down a little on the price, he laughed and said, 'Talk to Fritz, you've seen it at his restoration shop. Work out something with him; it's yours. I don't think I want to mess with it; don't think Fritz has time either. I know you'll enjoy fixing it up like the old days. Just give me a ride; I'd like to see it run again.'

The work Clark did after getting his car trailered back home wasn't really a restoration per se. It was more a synthesizing of ideas about how to revitalize the concept of what Roger had put together thirty-two years prior for his car. Clark then amalgamated that with his own ideas about how he had set up his original smaller bodied version in 1954. After reviewing numerous old photos of both cars, making sketches from measurements of Roger's car, and making a small scale model in clay similar to that which **Harry Heimand** had done for the original fiberglass body, Clark undertook his hands-on reconstruction to fit the 1984 Corvette chassis that would result in the creation of his Macaroni Monza II. He decided to use the '84 Corvette chassis following a conversation with a friend who restores corporate jets and suggested that the body shell from Roger's car would be almost a perfect fit other than needing to alter the wheel well configurations because of the slightly shorter wheel base.

Since completing the car in 1997, Clark has enjoyed participating in numerous vintage car events including invitational showings in concours at **Amelia Island**, the **Milwaukee Masterpiece**, the **Hemmings Concours** at Saratoga and more.

Your writer met Clark six years ago at the **Keene Hill Climb Reunion** in Keene NY. We had gone over to check out that rather unique vintage event . . . when I first heard the guttural growl of the Chevy V8 as he geared down to pull into the show field. When Clark rolled his MM II into the parking area, I was saying to myself, "WOW, I've never seen anything quite like this fifties-styled bright-red roadster coming straight at me!" Once he parked, I went over and introduced myself to begin what has become a fast friendship and shared love of small, low, loud sports roadsters.

In summary, let me quote the Amelia Island show card description of Clark's MM II which provided the following brief history from 1954 on, "Clearfield Plastics Inc. (CPI) contracted with Fiat of Mexico to supply them with 100 bodies to construct complete cars. The bodies were shipped to Mexico. The tariff had not been paid and the bodies were returned. Harry Heim & C.P.I. owned the molds/production rights and contacted Ed Almquist in Milford PA. After Almquist purchased the 100 bodies, they were renamed from the "Macaroni Monzas" to "Almquist." This chassis sports a larger version of the original Heims/Mitchell design. Heim and Almquist collaborated on several other "ahead-of-their-time" body designs & accessories."

Clark Mitchell & Don Perdue are currently working on compiling a more comprehensive, illustrated history of the Macaroni Monzas to share at the  
**2016 Shelburne Classic Auto Festival.**



## Our May Dust-off Trip and Garage Tour



**We will visit three members collections.**

Starting with Clark Wright's stationary engine, hit and miss, located in Milton. Then off to Dave Stone's shop in Essex, and over to Williston to Bill Erskine's.

**Plan on being at Clark s by 10 am.**

**We will proceed from there.**

### Our 2016 VAE Schedule

**3rd Saturday all summer....Cars & Coffee, 7am - 9am**  
at Community Bible Church at 2025 Williston Rd., South Burlington

**June 4-5....Shelburne Show (See our web page)**

**July 8-9....Hemmings Friday Night Show**

**Our Hemmings and garage tour trip is shaping up.**



**Read more on  
page 12**

**August 12-14....VAE Show at Stowe**  
(See our web page)

**September .....Trip to the Cog Rail at**  
Mount Washington. *(To be confirmed)*

**October 8..... Foliage/Gypson Tour**

**November 12....Annual Meeting**

**December 10.....Holiday Party**

### The Stowe Show Committee.....March 16, 2016

(Short Report...complete minutes can be found on our member-only web page)

**Tom McHugh** reported that **Alden Chapman** is now in hospice care in Williston.

**Bob Chase** reported that **Jim Sears** has had nasal surgery and is in discomfort as a result. Jim has agreed to help with printing labels for the show.

**Special Event:** **Ed Kaiser** said that their committee had met and sent out solicitations for information and pictures of vintage race cars. They have gotten over 120 inquiries so far.

**Trophies and Plaques:** **Duane Leach** has had them made and are now delivered.

**Permits:** **Bob Chase** reported that the State Agency of Transportation and local police permits have been applied for.

**Bill Sander and Bob Chase** will meet with the police chief to work out parade details. **Gael Boardman** reminded the committee of the need for an improved sound system.

**Other Business:** **Don Pierce** asked for a list of club owned trailers and their locations for insurance purposes.



**Cars and Coffee is not your fathers car show.**

**In fact it is not even a car show!**

**No Entry fees.. No Rules.. No judging.. No designated parking.. No Registration**  
**No Staging.. Just drive in and park.. Convenient.. Simple fun.. Friendly.. See & Make**  
**Friends.. Any Vehicle invited.. Bring the family**

**Enjoy a cup of coffee and have a great time!**

An event just made to show your car and to see others.

**Cars & Coffee Vermont 2016, 1st event: Saturday, May 21 7am -9am**  
Community Bible Church, Williston Rd, S. Burlington



# Wheel Tracks Classified



**VERMONT  
ENGINE**

**Vermont Engine Service Inc.**  
16 Krupp Drive, Williston

802-863-2326 OR 800-287-5488

**The largest engine machine shop in Vermont**

1/17

## May Bumper Sticker...

Think this looks  
bad? You should see  
the front.

## WAITSFIELD MOTOR CAR COMPANY

2/16

### 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...** 1927 Model T Ford vaporizer-carburetor \$60.00.  
**Late 1920 Buick carburetor-** clean \$40.00  
**Complete model t ford governor assembly** to run your cord wood saw \$70.00 includes partial governor parts  
**Early Durant Gargoyle** hub cap and coned wheel hub \$35.00  
**Pair of 1911 Mass matching number license plates**-good condition \$180.00 Will trade for 1914 Maine matching license plates  
Can bring parts to Stowe Car Show. BO on prices.  
Paul Baresel 207-727-5855 pgbaresel@yahoo.com



**For Sale....** 1937 Buick – 40 Series , 4 door sedan with rare dual side-mounts option. 74,000 miles since new! (8,000 in the last forty years!)  
Good solid driving car. Rear suicide doors. Very good original interior with no sag in the headliner!  
Straight Eight power! Call Joe at 603-542-3032 \$ 12,500.



**For Sale....** Low rise, **Quick Lift/ramp/lift. Holds 5000#.** U.S. made steel. Places chassis about 30-36" above floor. Adjustable width and length. Yellow Power-coated. Uses floor jack to raise, (not included). Includes 4 casters used to move the lift. Steel enter bridge usable to raise individual wheels/axels with bottle jack. Bottle jack, and Sears Creeper included. List about \$1500 plus shipping.  
Asking \$700. P/U in South Hero.  
**Wheel tie downs.** 4000# tie down for each wheel \$100.  
Also, Tie down straps with ratchets. \$100.  
**Sears Compressor** (120V) with rollup hose assy. and extra 15+- feet of hose. \$250.00.  
**Air Tool Kit** \$100.00  
151 page hard bound "**Classic Car Book**" FREE  
176 page hard bound Harley-Davidson, "**Rolling Sculpture**" Anniversary Issue, FREE  
Contact: Gene Fodor, crownwheel@omcast.net or 802-372-9146



**For Sale....** Winter special, 1985 Pontiac Fiero great condition, red \$3,300 call Duane 802-849-6174

**For Sale.** 1954 Packard headlight besels hood ornament and chrome fender grill corners 1 parking light all 200.00 Ken 8027963773 or ken20@fairpoint.net Alburgh VT.

### Wanted....

Truckstell Overdrive. Prefer complete setup for a 1950 Chevrolet truck.  
Will consider any parts also. Contact: Larry at (540) 454-2294 or wood5557@gmail.com

## CLASSIFIED OF THE MONTH.....

### For Sale.....

#### 1927 426 4 door sedan Packard 6 CY 284

Over the past 10 years: New michelin Tires , new brakes, nickel plated lights & radiator shell, engine rebuilt , new wiring, great driver

Has been driven all over New England and Northern NY. Complete Vermont car ownership history. On display at Champlain Valley Transportation Museum. \$25,000

Bryce Howells , 802-363-1723  
brycehowells@mac.com

**Do you need a VAE name tag? Send \$7.00 to Phyllis Skinner with correct spelling. PO Box 208, Northfield Falls, VT. 05664**

\*\*\*\*\*

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





**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*



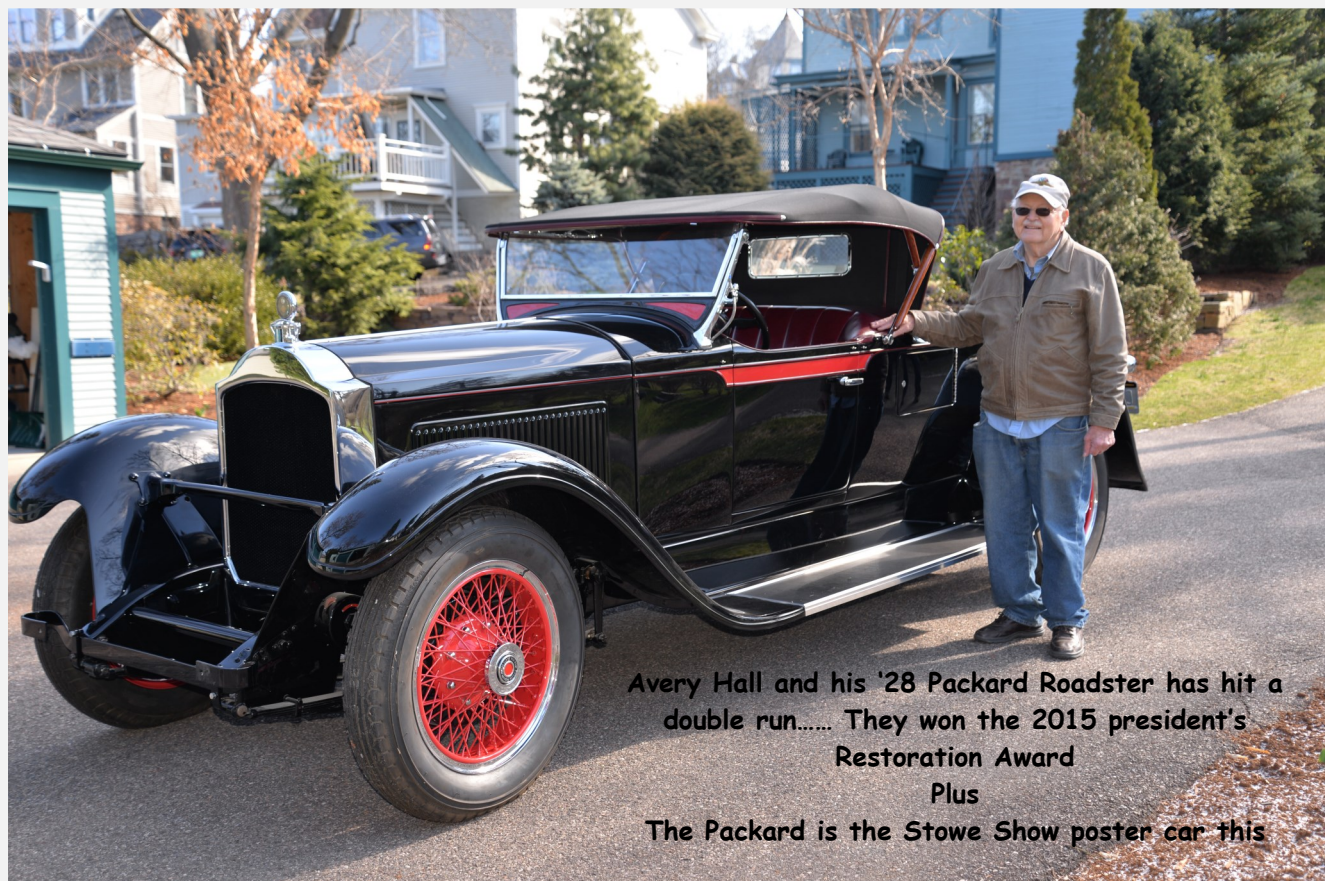
Dave & Cereta Lamphere's Franklin Sedan  
During the 2015 garage tour.  
Dave on the right & Roy Martin on the left

**May 2016**



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

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



Avery Hall and his '28 Packard Roadster has hit a  
double run..... They won the 2015 president's  
Restoration Award  
Plus  
The Packard is the Stowe Show poster car this