

Wheel Tracks

The Official Monthly Publication of "The Vermont Automobile Enthusiasts"



*The only operating Rail Road in Lamoille County today
that you can ride on!*

Read more about Bill Sander's "other Hobby" on page 6

FROM THE PRESIDENT...
DAN NOYES

We have a Great Reputation!



Last week my dad and I went to the Hershey Pennsylvania show and in my quest to recruit more early cars to our Stowe Show I would strike up a conversation with anyone who owned a Brass era car. Mostly the conversation went something like this. "Hi, I'm Dan from the VAE, the club that puts on the Stowe Antique Car show. Are you familiar with the show?" **The responses I often got were. "that show is awesome" "I've been there, great show" "You folks put on a great show" and "Stowe is just beautiful"**

Our show and club need no introduction, thanks to years of club participation and hard work, we have something very special. Antique car enthusiasts up and down the east coast are well aware of our show. I am lucky to be your club president. By the way, I have some great ideas and made some great connections!

Bob and Wendy Chase put on a great Gypson tour last month. The weather and foliage cooperated, make sure you mark your calendars to participate in next years tour, where ever it may take you.

I am looking for cars that were restored this year to be in contention for the president's restoration award. Have you or someone you know completed the restoration of a car this year? Please let me know. I have received a few leads but I know there are more out there.

Hope to see you at the annual meeting. It will be held at the Holy Family Parish Hall, Essex Junction on November 7th .

Respectfully submitted,

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The 10th

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I am going to start this month by saying "I apologize".

I remember someone giving me these three really great pictures on the right but for the life of me I can't remember who.....I apologize.

I do remember some of what was explained...but not all. Does it have something to do about not being organized or just plain being 70 years old?

The top picture I believe is a model T and has a young person sitting behind the wheel. I wonder if the sign, Farrell's, is of the same name in Burlington, Vermont?

The next picture is the collapsed bridge with the culprit still there for evidence, a C-cab loaded log truck.

Next is the new ford being delivered to the dealer on a horse pulled Travois-sled. I wonder if the train depot is where they just came from?

Our feature this month is about trains and Bill Sander's trains in particular. I would be willing to bet that Bill is not the only VAEer who has fun with the hobby and, space allowing, I would like to add some train stories in Wheel Tracks in the future.

I grew up beside the St. Johnsbury and Lamoille County Railroad (StJ&LC) and have many great memories of the train.

We called it the **Saint Jesus Long Coming** because of its slow speed over those old tracks they ran on.

That day in the early 1950s the train stopped to pull my Dad out of the swamp is one of my great train memories. The dozer was buried over the tracks but the train had no problem pulling Dad out.

What are some of your train stories?





"THE SOFTER SIDE"

A Column Shared by Mary Noble (Left) & Nancy Olney (Right)

A Nice Fall Day On The Roads from Mary Noble



The Gypson Tour on Saturday, October 3rd, was a delightful ride. Wow!

Who, besides Bob and Wendy Chase, knew all those scenic roads even existed. They did a great job of arranging such nice weather for it also. We knew it would be a bit nippy so we came in a closed car, figuring that no one would be bold enough to bring an open car. Seeing Eric Osgood bundled up in Silver Annie and Gael Boardman with his Volkswagen "Thing" put us to shame.

The directional clues were insidiously clever. I'm pretty sure nobody got them all and that's the way it ought to be. I was the "navigator", trying to keep us going in the right direction(s). If we met a VAE car going the other way, we would figure we were going the wrong way, turn around, and try again.

Turning around was a challenge in itself due to October Fest traffic - where's power steering when you need it? But the scenery was beautiful, when I had a chance to look, even though that look would make me miss a clue answer. With a few wrong turns, we probably saw more scenery than was intended. Anyway we ended up at the Commodore Inn's back parking lot and finally gave in and opened "the envelope to find out where we should have ended up" - duh!! That's where we were supposed to be. What a lot of clever thinking Bob and Wendy put into those clues - thank you, thank you- it was a great tour. Whoever scores the highest gets to arrange next year's tour and will have a hard time topping this one. I'm pretty sure it won't be us.



The staff at Wheel Tracks has attempted to collect a little history of the origin of **The Gypson Tour** and maybe some neat tour stories but in the short time we had before our print deadline we were not very successful. Can anyone help? We might know the Who (like Mary expresses...Duh!!) but the closest When was sometime in the 50's. The Why, we are sure was for the fun and possibly a variation of the "Hare and Hound Tours" that took place back in the day. We have found a couple of different names in early Wheel Tracks like "The Gypson Cup" and "The Gypson Trophy Run". Ken Gypson did find where it was called the Gypson Mystery Tour in the 70s and the Bristol Landmark Tour with the prize of the Gypson Trophy in the late 50s. Ken said the first winner was Mr. and Mrs. Rod Rice in 1956

Were there other names? Wheel Tracks will be waiting for a nice 'written' story about the Gypson Tour.



Wife: "How would you describe me?"

Husband: "ABCDEFGHIJK."

Wife: "What does that mean?"

Husband: "Adorable, beautiful, cute, delightful, elegant, fashionable, gorgeous, and hot."

Wife: "Aw, thank you, but what about IJK?"

Husband: "I'm just kidding!"

A man goes to the doctor and says, "Doctor, wherever I touch, it hurts."

The doctor asks, "What do you mean?"

The man says, "When I touch my shoulder, it really hurts. If I touch my knee - OUCH! When I touch my forehead, it really, really hurts."

The doctor says, "I know what's wrong with you - you've broken your finger!"

I have the perfect son.

Does he smoke?

No, he doesn't.

Does he drink whiskey?

No, he doesn't.

Does he ever come home late?

No, he doesn't.

I guess you really do have the perfect son. How old is he?

He will be six months old next Wednesday.

NOTICE

**THIS DEPARTMENT REQUIRES NO
PHYSICAL FITNESS PROGRAM.**

**EVERYONE GETS ENOUGH EXERCISE
JUMPING TO CONCLUSIONS, FLYING
OFF THE HANDLE, RUNNING DOWN
THE BOSS, KNIFING FRIENDS IN THE
BACK, DODGING RESPONSIBILITY,
AND PUSHING THEIR LUCK.**



Wheel Tracks recently came across the
1st. Edition of "The Tiller",
the publication for the early 60s
Curved Dash Owners Club.

Gus Edwards' 1905 Song was found inside...
"In My Merry Oldsmobile"

Young Johnnie Steele has an Oldsmobile,
He loves a dear little girl.

She is the queen of his gas machine,
She has his heart in a whirl.

Now when they go for a spin, you know,
She tries to learn the auto, so,

He lets her steer, while he gets her ear,
And whispers soft and low:

Chorus.....

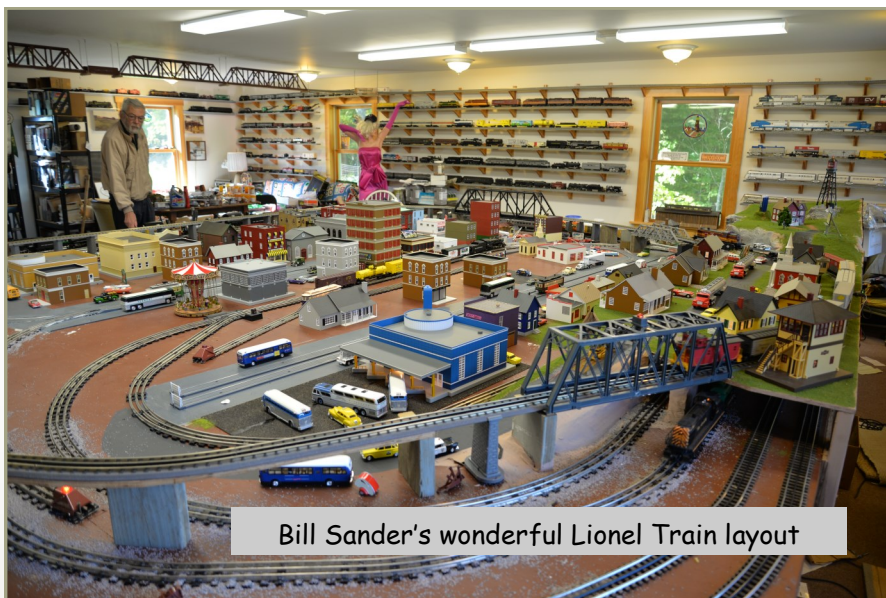
Come away with me Lucille
In my merry Oldsmobile
Down the road of life we'll fly,
Automobubbling you and I.
To the church we'll swiftly steal,
Then our wedding bells will peal,
You can go as far as you like with me,
In my Merry Oldsmobile.

From the front page ...

Bill Sander's 'Other Hobby'

Bill Sander got the "green light" from his wife Jan, about 10 years ago....at least he went with his interpretation.

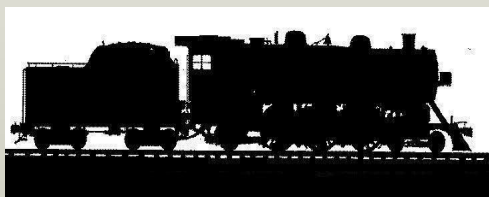
Bill had been into the Lionel train hobby for some time when one day there was a comment of him maybe getting a full sized train. Jan made a comment about **"that happening will be the day he could find one that fits into his garage"** Bill says that was the day he envisioned his "mission" and of course that led to a step-up from Lionel... the 7 1/2 inch gauge model train! It fits into the garage just fine and you can ride on it.



Bill Sander's wonderful Lionel Train layout

The red locomotive on the front page is a model of a General Motors SW1500 Diesel. This unit and a second Elco RS3 model that Bill has were the two main work horses used on Vermont rail roads. They were built much closer to **Road Switcher** specifications and not yard switchers and were very capable of pulling their loads through our hills and valleys. There were 808 SW1500s built by GM from 1966 to 1974 and the 1500 HP engine was capable of reaching speeds of 60 MPH. The Alco RS-3 is the 3rd design variation and continued to the RS-11 design. The RS-3 was built by the American Locomotive Company and the Montreal Locomotive Works and has a 1600 HP engine. Between 1950 and 1956 there were 1418 built, 1265 for American railroads, 98 for Canada, 48 for Brazil and 7 for Mexico.

Bill's SW1500 locomotive is powered by a gas 17 HP Briggs and Stratton engine and rides on tracks seven and a half inch wide. The 7 1/2 inch tracks are used mostly in the western states and is said to follow the example of Walt Disney's layout in California. The eastern modelers mostly use 7 1/4 inch tracks..... Bill went with the western tradition. Bill's model is hydraulically powered by both the wheels under the locomotive and the wheels under the second car, it has reverse, lights and a recorded sound track of the real deal as he moves along his 450 feet of track.



CHAMPLAIN VALLEY CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Bill is a member of the Champlain Valley Chapter of the National Railway Historical Society and invites anyone who might be interested in trains to join him at their next gathering.

The National Railway Historical Society is a non-profit organization established in 1935 in the United States to promote interest in, and appreciation for, the historical development of railroads. There are 146 chapters throughout the U.S., two of which are here in Vermont. The second Vermont chapter is in White River Junction. The national society dues are \$50.00 and the local chapters vary in amounts to a simple donation to \$15.00. Most of the chapters even have their own newsletters, the Champlain chapter newsletter is called **"The Shortline"**.

For you folks with sharp eyes you might have noticed an oddity in the picture of Bill's Lionel train layout above... **Yes, that is in fact a manikin of Marilyn Monroe.** It is something Bill found a few years ago at the Hershey Show and had to bring it home. He had not heard the rules about what happens in Hershey, stays in Hershey. I forgot to ask where she rode on her journey to Vermont.

Editors notes... Most of what you have read above is from notes taken by Gary Fiske. You are invited to correct any inaccuracies and in fact you are also invited to send your train stories to Wheel Tracks. I am sure our members would like to read them.





The Roadside Diner



French Breakfast Puffs

from the 1961 Betty Crocker Cookbook
Sent in from Mary Noble

1/3 Cup Soft Butter
1/2 Cup White Sugar
1 Egg
1 1/2 Cups White Flour
1 1/2 tsp. Baking Powder

1/2 tsp. Salt
1/4 tsp. Nutmeg
1/2 Cup Milk (or Half & half)
1/3 Cup Softened Butter
1/2 Cup White Sugar
1 tsp. Cinnamon

Heat oven to 350 degrees. Grease bottom of muffin pans or use paper baking cups. Mix butter, $\frac{1}{2}$ cup sugar and egg thoroughly. Sift together flour, baking powder, salt and nutmeg. Stir in alternately with milk (or half and half). Fill muffin pans $\frac{2}{3}$ full. Bake 20 to 25 minutes or until golden brown. Remove from oven and immediately roll in melted butter, then in mixture of $\frac{1}{2}$ cup sugar and the cinnamon. Serve hot if possible. Makes 12 medium muffins. I usually double the recipe.

This recipe is especially here at Wendy and Cereta's request, but all are welcome!

Unstuffed Cabbage Rolls

(So much easier than making cabbage rolls) from Edi Fiske



1 (2 lb.) Head of Cabbage
1/2 Cup Chicken Broth
3 Garlic Cloves
1 Large Onion
1 tbl. Olive Oil
1/2 lb. Ground Beef

1/2 lb. Ground Pork
1 (28 oz.) Can Whole Tomatoes in Juice
1/3 Cup Dried Cranberries
3 tbs. Vinegar (red wine)
1 tbl. Brown Sugar
2 tbs. Parsley

Place cabbage in a deep skillet with broth, 1 garlic clove (sliced) and a rounded 1/4 tsp. salt. Bring to a simmer over medium heat, then cook covered, turning cabbage occasionally, until very tender. Add more broth if needed.

Meanwhile, cook onion and remaining garlic in oil over medium heat, stirring occasionally until golden.

Stir in ground meats with the salt and pepper (1/2 tsp. each). Cook until no longer pink. Stir in tomatoes with their juice, cranberries, vinegar and brown sugar and simmer uncovered, stirring occasionally until slightly thickened.

Pour sauce into skillet with cabbage and simmer uncovered.

Serve, sprinkled with parsley.



Dave's Garage by Dave Sander

Please send all inquiries to dasander@aol.com



Dave was super busy this month so the staff at Wheel Tracks decided to go with a story that Wendell Nobel mentioned about making non-ethanol gas out of ethanol gas (E10).

The hope is that members will not try the process but instead will more thoroughly understand this ethanol problem that we have.

Wendell Noble tells a story of an article he read of someone in the Northeast Kingdom removing ethanol from his gas for his chainsaw use. The gent simply adds water to five gallons of the dreaded E10 gas. The water speeds the separation of the ethanol and settles to the bottom of the gas can. The gent then siphoned off the non-ethanol gas on the top. He uses the "stuff" on the bottom, the water and ethanol mix, to wash his windows! (who wodda guessed). Here is a more detailed process taken from an internet story.....

How to make your own ethanol-free gasoline..... Ethanol is the scourge of owners of old cars, motorcycles, boats, and many other gasoline-operated vehicles and implements. E10 (10% ethanol) is pretty much the only available gasoline in most of the country now, with a few stations offering ethanol-free gas. And E15 (15% ethanol) is coming soon, recently approved by the EPA for 2001 and newer cars - even though the car manufacturers don't want it. You can thank the ethanol lobby for that.

What's the problem with ethanol? The biggest problem is phase separation. Like brake fluid, ethanol is hygroscopic, which means it bonds very easily to water. If there is moisture in the air (which there always is), the moisture bonds with the ethanol. The combination of water and ethanol is heavier than gasoline, so it falls to the bottom of the gas tank, where the pickup is. Let it sit for any length of time, particularly with a partially-full gas tank (because the air space left will contain moisture, and will expand and contract with heat, sucking in more moisture-laden air), and your tank will have a layer of water/ethanol mixture on the bottom. This is called phase separation. Guess what gets sucked into your engine the next time you start it? The water/ethanol mixture will burn in your engine, but it will burn much leaner and hotter, with the potential for serious engine damage as a result. Ethanol is particularly corrosive to plastics, rubber, aluminum and fiberglass when compared to straight gasoline.

So what is the solution? Well, you can check out the web site <http://pure-gas.org> to try to find a gas station near you that sells ethanol-free gas. Hint: many boat marinas sell ethanol-free gas, because with the added moisture in a boating environment, E10 plays havoc with boat engines.

How do you remove the ethanol from E10? It's quite simple, actually - just add water! Remember, ethanol bonds strongly to water. All you need to do is add some water to the gasoline, agitate to make sure it mixes well, then let it sit for a few minutes. The water will bond with the ethanol, and it will phase-separate out, falling to the bottom of the container.

So how much water do you add? It depends on a few things, including the actual concentration of ethanol (which will vary - it's seldom exactly 10%), and ambient temperature. Dave's testing shows that the optimal amount of water is 2% by volume of the E10. That's 2.56 oz per gallon, or 12.8 ounces for a five-gallon gas can. Remember that extra water will simply separate out, so two cups (16 ounces) of water in a five-gallon gas can is safe. You should use distilled water only, to avoid leaving behind any minerals or other additives that your engine may not like (does fluoride keep your carburetors clean?).



Please folks, Wheel Tracks suggests that you do not try this procedure.
Isn't it amazing the lengths folks have gone to operate their gas engines without E10?
One wonders if you line up twenty politicians in a row
and ask why we have ethanol in our gas,
what ridiculous answers we would hear.





My "A" is not for sale.....any longer.

For a while now and mainly because I have run out of room, I had gotten it around that I wanted to sell my '31 model A pickup. I have had 6 or 8 folks express interest but nothing went beyond the talking stage, until a gent from the Albany, NY area decided to drive up and kick the tires. So the day before his arrival I got it out of the barn and fired up the engine for the first time since I bought it some eight or ten years ago. I can't explain it but the minute I heard that engine, I did not want to sell it any longer. Then with no

fenders or running boards and this terrible seat out of some modern car, I drove it up the road a ways.... **That sealed it...but what do I do now that I agreed to sell it!**

Luck was with me when the gent drove in my driveway and told me he had purchased one just the day before but decided to make the drive because he said he would. What is it with these old cars, how they can do better than the **Odysseus Sirens**...I just don't understand.

VAEer Lloyd Davis came to my rescue recently, all the way from Rutland to Enosburg. I have had the rear-end of a 1923 vehicle sitting on the bench since last winter waiting to be cleaned up and restored but have been unable to get one of the wheels off the thing. Heating, soaking in penetrating oil, a couple of different types of wheel pullers did not work. Zen and burning incense was going to be my next move. Then Lloyd walked into my shop with a little wooden box and 8 or 10 hammer hits later the wheel was in my hands. His device screwed onto the hub of my wheel but instead of using a screw to apply pressure it uses a steel wedge and wow.. It sure worked slick. **THANK YOU LLOYD!**

The Wheel Tracks phone rang a few days ago to report a little gossip about a semi-famous pair of VAEers who, no matter where they go, always have great adventures. Remember the story a while back about three VAEers driving from New England to the Midwest in a dump truck full of old car parts to sell? Well, if I have my gossip correct, these are the same gents. The only problem this time the adventure is not so nice. The three were heading to the Hershey Car Show when the truck broke down on the New York Thruway. Luckily, one of the gents was following in a car so they were able to continue to Hershey but without their old car wares. If it were not for folks like this, our lives staying near to home would be very boring! We hope you get home safely.



Gary Olney's Dad, over his many years of traveling New England accumulated quite a few antique vehicles. Some of us have had the great pleasure of visiting Gary's collection where many of the old cars have been passed down from his father. One of the vehicles was a 1927 Hudson House-car and recently Gary sold it to a gent in Texas (pictured left). It appears additional storage was added to the top of the car, the picture on the right is not the car but a good example of what it looked like when it came out of the factory.



If you want to do some fun research from those early days of travel-camping, you should visit the **Tin Can Tourist** website. This club of travelers started in 1919 and from their website, it looks like they sure know how to have fun. Gary told me the Texas gent has no plans of restoring the vehicle but plans to visit shows with his Hudson house-car as is.

Some of you might have met John Johnson. John is the gent who put that great paint job on Wendell Noble's latest restoration, the 1930 Chrysler CJ. John is also the creator of the logos on our Stowe Show trailers.

Another of John's creations is this Camaro, on the right, toting something in the range of 640 horse power. Seeing it in real life is amazing. He has a terrible tale of ethanol damage that has happened to this beauty.

John owns "Mountain View Auto Body & Sign Design" in Enosburg, Vermont



"T" is for Templar

Lakewood, Ohio is not just home to Red Sox Hall of Famer Jimmie Foxx, nor just the schools that Actors John Lithgow (3rd Rock from the Sun) and Hal Holbrook (Emmy and Tony winning actor famous for playing Mark Twain, and his television portrayal of Abraham Lincoln) attended. Lakewood is also the home to the Templar automobile made from 1917 through 1924, our installment for the letter "T."

Greetings from Chris Chartier
And
His next "Auto ABCs"

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



The Templar automobile was founded by a group of Ohio businessmen who, not surprisingly, were Masons of the Knights Templar. Arthur Dean, J.E. Mathews, and Matthew Bramley combined their forces and with capital raised through an initial stock offering in 1916, began the manufacture of "Quality Small Cars" in 1917. The Great War impeded their growth, as they turned their attention to making artillery shells at the government's request.

In 1919 they resumed their efforts on the "Superfine Small Car" as they expanded their offerings though remained focused on high quality. What struck me as unusual were the combination of features that were standard on their cars. They came with a compass, to

guide their owners; they came with a Brownie 3A camera (a novelty offering, but appealed to the remarkable experiences they would have with this magnificent car); there was an air compressor attached to the transmission to aid in the repair of tire punctures.

As the owners were Masons in their religious convictions, it is little wonder that the car is adorned in symbolism connected with that group. Their emblem is of a Templar Knight, they used the Maltese cross symbolism in their literature and even their grease caps. The factory's location in Lakewood, Ohio (about 600 miles Southwest of Windsor, VT) was ideal for auto manufacture during their brief 7 year run. Situated near the lake Erie shoreline, about half-way between Buffalo, NY and Detroit, MI materials needed for assembling their autos, if not ready at hand, were fairly easy to have transported in.

And make no mistake, it was an assembled car. Although Mr. Dean designed the motor, which was exclusively made for the Templar, they purchased many of the components of the vehicle from an assortment of manufacturers and assembled the cars at their factory in Lakewood. They did use aluminum for their bodies, which although they resisted rusting (steel bodied cars were very prone to rusting) they required much more hand tooling and workmanship. 27 coats of paint were applied to every auto, to ensure the best lacquer and long lasting beauty. Instead of an efficient assembly line to coordinate the building of their cars, they had assembly teams of 3 or 4 members each, who would start and finish the whole car together. These reasons, among others, caused the car to be offered at a much higher price than Fords of the era. (More than ten times the price!)



Continued on page 11

Continued from page 10....

In December of 1921 there was a massive fire that burned down to the ground the original factory work space. Although newer adjacent manufacturing buildings of the Templar were not affected by the fire, the firm never fully recovered to its former strength. It went into receivership in October of 1922. It was shuttered in 1924, as the one and only car manufacturer from Lakewood, Ohio, after a run of about 6500 cars in total!

Greetings from Chris Chartier
And
His next "Auto ABCs"

"T" is for Templar

There are some survivors, though! A Mr. David Buehler (a native of Lakewood) owns about a dozen examples of which he displays eight in the former Templar factory! Randy Ema (of Duesenberg fame) visited the collection of Mr. Buehler, and came away very impressed. There is an excellent interview featuring Mr. Buehler and his Templars on YouTube at: [youtube.com/watch?v=uq6H9PfhPQ](https://www.youtube.com/watch?v=uq6H9PfhPQ) that I think you'd enjoy seeing! Mr. Buehler, claims there are about three dozen Templar survivors! I am sure we'd all like to see a live one! Best regards, and hope to see you all.....on the road, again!

With warm regards,

Chris Chartier

Editor's notes.....

In 1919, E.G. "Cannonball" Baker set a world record for speed by driving a Templar vehicle from New York City to Chicago in 26 hours and 50 minutes.

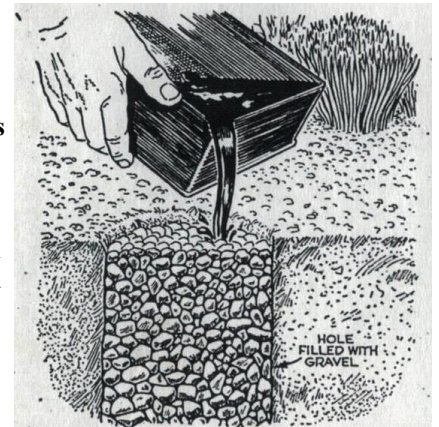
Templar's "Vitalic Top-Valve Motor" had a displacement of 197 cubic inches and developed 43 horsepower at 2100 RPM. This was considerably better specific output than the flathead fours built by competitors such as Ford (177 CID, 20 HP), Chevrolet (171 CID, 21.7 HP), or Continental (152 CID, 18.5 HP, used by the majority of "assembled car" assemblers). The Templar was also advertised as more fuel efficient, which it undoubtedly was on account of its engine's better "breathing."




Ken Barber has found another way folks got rid of "stuff" back in the day. Instead of the vacuum device illustrated in Wheel Tracks a few months ago, this 1921 **Popular Mechanics** magazine shows us how to simply drop our cigarettes into a pipe that goes through the floor boards and into the road. Wheel Tracks wonders which way the air might be flowing in that pipe... in the car would be a problem! And doesn't the gas tank reside where a lit butt might end up?

The illustration on the right is also from an early Popular Mechanics magazine and shows us how to get rid of old oil. You simply dig a hole in the ground and fill it with gravel. Their instructions tell us that by the time we return with our next oil change the first will have absorbed into the ground.

Would you agree, we have come a ways in the last 94 years?



 *Copy*

New York *July 8* 1904

Mr. JOHN WANAMAKER, New York.

Dear Sir—You are authorized to enter my order for a *1904 Ford*
with Lutzman Automobile upon the following terms and conditions:

- The price to be *Nine hundred and 00/100* dollars (\$ *900.00*) which I agree to pay as follows: The sum of *Ninety five 00/100* dollars (\$ *250.00*) upon this date upon your acceptance of this order, and the balance of _____ dollars (\$ _____) within ten days after I have been notified by you that the above Automobile is ready for delivery. The same to be delivered F. O. B. New York in the order of priority as orders are entered upon your books.
- I am to accept the automobile from you immediately upon notice that it is ready for delivery. Upon my failure to do so within the ten days, you may dispose of it to another customer or in any way you desire and you are not to be held liable for failure to deliver to me.
- It is agreed that this automobile will be finished and equipped as per regular catalogue specifications of its manufacturer; that any and everything else furnished beyond said specifications shall be extras, to be paid for by me at schedule prices, as shown upon this agreement under paragraph marked "Extras."
- This order is given by me subject to your acceptance, and when approved by the authorized head of the department in the name of John Wanamaker and endorsed hereon, it shall constitute a valid contract, and shall be binding between us.
- It is further agreed that this automobile is purchased by me exclusively under the warranty of the National Association of Automobile Manufacturers, copy of which is hereto attached, and that it is the only guarantee and warranty made under this contract.
- This agreement is signed in duplicate. I am retaining one copy and understand that no agreement will be recognized other than embodied herein.

Yours truly,

Order taken by *M. Gowan (Rebman)* _____
 Address _____

Extras:
Planned Tera
10p
2 Oil lamps
1 Tail "
1 Gas "
1 Horn
Fuel pump
Rep. Kit

Approved for John Wanamaker by *E. B. Jacks*

\$180.00 In addition to amount -

Recently a neighbor friend mentioned that he had experienced a neat thing. His wife, a retired office manager, is super computer literate and likes to explore on line. She found a site that was offering old family oriented things to possible members of the family who might be survivors. Low and behold there seemed to be material from my friend's family. Quickly verified, a small packing crate was delivered and my friend reunited with a lot of things that had been deemed lost over the years. Through several moves and the death of family members these artifacts moved from attic to storage to auction and then somehow onto the internet. It's this that might get even me interested in "net time"

One of the items that came from the crate was a bill of sale for a 1904 Ford car.....sold to my friend's ancestor (pictured left). But equally interesting is the reference to the National Association of Automobile Manufactures" pictured below. They seemed to be of Mr. Wannamaker's credibility as a respectable merchant. I had never heard of this group and was interested to see what kind of a "warrant" was being offered in 1902 and later for this new car industry. I wonder if the '04 Ford ever needed help under the warranty. The Ford wasn't in the crate.

From Gael Boardman of Underhill, Vermont

In part the warranty reads....

Standard Warranty

We warrant all goods by us for sixty days following the date of their shipment, based upon the date of the invoice covering the goods, this warranty being limited to the replacement in our factory of all parts giving out under normal service in consequence to defect of material or of workmanship.

If the circumstances do not permit that the work shall be executed in our factory this warranty is limited to the shipment, without charge, of the parts intended to replace those acknowledged to be defective.

National Association of Automobile Manufacturers

STANDARD WARRANTY

Adopted August 12th, 1902

We Warrant all goods furnished by us for sixty days following the date of their shipment, based upon the date of invoice covering the goods, this warranty being limited to the replacement in our factory of all parts giving out under normal service in consequence of defect of material or of workmanship.

If the circumstances do not permit that the work shall be executed in our factory this warranty is limited to the shipment, without charge, of the parts intended to replace those acknowledged to be defective.

It is, however, understood that we make no warranty whatever regarding pneumatic tires or the batteries.

We cannot accept any responsibility in connection with any of our motor cars when they have been altered or repaired outside of our factory.

We are not responsible to the purchaser of our goods for any undertakings and warranties made by our agents beyond those expressed above.

We wish it distinctly understood that we make no warranty of our goods except as stated above, but desire and expect that customers shall make a thorough examination of our goods before purchasing.

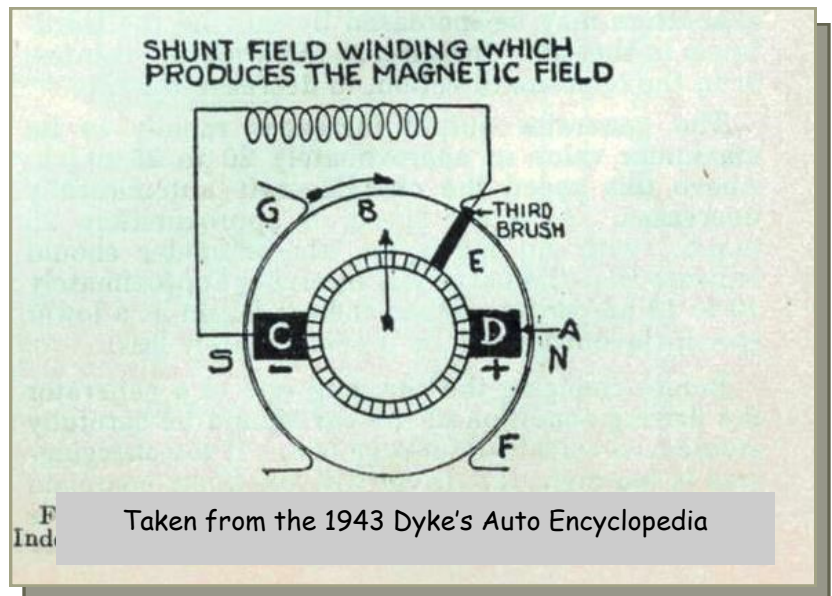


Wendell Noble on....

GENERATIONS OF GENERATORS

And the 3rd Brush

Fall is here, temperatures are dropping, and the allure of driving an open car is waning. Therefore, I thought it would be a good time to take my '28 Dodge Brothers sedan out of mothballs and fire it up for some cool weather touring. After installing a battery and putting gas in the tank, it started right up and purred like a kitten. The only sign of a problem was on the ammeter. With a rev of the engine, it pinned the needle at the high end, indicating the generator was putting out over 30 amps. That is way too much, enough to overcharge and boil the battery. 15 - 20 amps would be normal. This situation presented me with a learning and teaching opportunity.



Taken from the 1943 Dyke's Auto Encyclopedia

A self energizing generator, such as is used in an automobile, will continuously put out it's maximum current unless there is some mechanism to regulate it. In order to keep the battery fully charged, but not overcharged, we would like the generator to supply an amount of current equal to what the average usage is for lights and starting. That right amount of current varies from car to car and season to season. In most cars up through the '30s, the current output of the generator was adjusted by moving the "third brush." As shown in the illustration, the generator has two fixed main brushes contacting the rotating commutator through which the output current passes. The current to supply the stationary field magnet coils can also be taken from these brushes. In that case, the field would get the maximum energizing current and the generator would put out it's maximum current. If the field current were to be taken from a third brush located between the main brushes, the field voltage and resulting current will be less than maximum. In the illustration, the field current passes between the (+) main brush and a third brush nearer to the (-) main brush. The farther from the (-) main brush the third brush is positioned, the lower the generator output current. In my case, I found that there is an adjustment screw on the generator end plate. The screw has a little pinion gear on it that engages a ring gear holding the third brush. Turning the screw rotates the brush around the commutator. Getting at the screw and finding a right angle screw driver to turn it wasn't easy, but the principle is simple. I did succeed and the current level is now down to 15 amps.

Since the early '40s, automobile generators have dispensed with the third brush and are regulated with a separate voltage regulator. This is a black box located somewhere under the hood that turns the generator on when current is needed and off when the battery voltage reaches a full charge level. If you look under the cover of one, you'll see a bunch of wire wound relay coils and associated contact switches. One of the output terminals goes to the generator field winding. When the battery voltage reaches full charge, the field contact opens and the field current and resultant magnetic field go to zero. Although the generator continues to spin, it generates no current.

The old "third brush" generators also have a black box, usually right on top of the generator. This is frequently mistaken for a regulator. It is not. It's called a cutout. It's only function is to disconnect the generator from the battery when it's not generating current. Effectively, it's a diode or one-way current device. It keeps the battery from discharging through the generator when it is not in use.

This whole experience clarified something for me. I remember as a kid in the '40s, seeing cars with their headlights on during broad daylight. I asked my father why they were doing that. He said they were keeping their batteries from overcharging. Now I understand why. They didn't have a right angle screw driver.



Right angle ratchet screw driver
Available at Sears today for \$6.64

EVENTS.... WHAT'S NEXT ?

"VAE November Annual Meeting"

**November 7 (Saturday)....at Noon
At the Holy Family Parish Hall, Essex Junction.**

**Please send in your reservation with payment so the
kitchen knows how many to serve.**

"Their meals are Fantastic"

**Holiday Yankee Swap.
December 13, (Sunday) at
Noon.**

Steak House in Berlin
(1239 Route 302).
In Large Rear Room of
building. Buy your own meal.

**Pot luck Lunch &
Memorabilia Meet**

January 9th, 2016 (Saturday)
At Noon in St. Leo's Hall,
Waterbury, Vermont

July 1942.
Machine guns of
various calibers.
Agnes Mahan,
bench lathe
operator makes oil
drills for
50- caliber machine
gun barrels.
Colt's Patent
Firearms Mfg. Co.,
Hartford,
Connecticut." Photo
by
Andreas Feininger.



Burlington,
Vermont,
circa 1913.
"New Sherwood
Hotel at
Church and
Cherry Streets."
Destroyed by fire
in 1940.

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

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fill it out and mail it
with your \$ to our
secretary



Wheel Tracks Classified

For Sale.... 1953 Willys. Totally restored to military specs. 24V. Water proof ign. Snorkel capable. \$12000.00 kta-
plin@gwi.net (207) 460-3375



**November
Bumper Sticker...**

**My other car
is a broom.**

WAITSFIELD MOTOR CAR COMPANY

VAE President's Award Winners....

| | |
|------------------|--------------|
| 1912 AC Sociable | 1948 MG TC |
| 1925 Voisin | 1927 Packard |

Phone: 802-496-4277
E-mail: oldcarl@gmavt.net

DAVID G. STEINMAN
WAITSFIELD, VT 05673

Wanted.... A Ross steering box (gear box) from the 30s. A Reo Flying Cloud would be fine but would be interested in any Ross. Gary Fiske 802-933-7780 or gafiske@gmail.com

For Sale.... I've have a black 1926 Model T Ford Coupe I must sell as I've lost my storage place. It's beautifully restored but an older restoration. It comes with a fitted dust cover, complete repair manual (Model T "bible"), jack and misc. Ford "T" tools. The price is \$12,000 obo. Contact: John Meyer, Montpelier, VT. 802-225-6456



Shop at "The Barbieri Emporium"

Four cast aluminum 15' wheels in very nice condition for Dodge Shelby from 1980's early 90's. May fit other Chrysler products of the same period. \$100 obo.

Set of 4 cast aluminum 14" 4 lug wheels factory option with chrome center caps in very good condition. Fit late 70's through early 90's Omni, Charger, Rampage, etc. \$80 for all.

Also.... Large collection of 78 rpm records from the teens through 1930's.

Some in albums, some excellent condition and some so - so. Many with very cool, very old songs. \$50

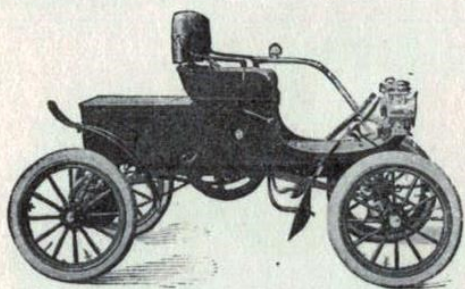
Chris Barbieri 802-223-3104
cgeeb99@gmail.com

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

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

For Sale..... 4 indoor auto covers, sizes differ, \$25.00 for all. Med sized insulated car cover, slightly damaged, \$25.00.

Call Marvin Ball 802-425-3529



THE OLDSMOBILE.

Single cylinder, 4-h.p., water cooled, horizontal motor on center of frame; sliding speed gears; 3 speeds and reverse; Concord springs; 28-inch artillery wheels and 2½-inch tires; wheelbase, 72 inches; standard tread; gasoline capacity, 4 gallons; water, 2 gallons; weight, 850 pounds; seats 2 persons; price, \$650.—Olds Motor Works, Detroit, Mich.

This taken from "The Automobiles of 1904"
Publication of Frank Leslie's Monthly.
The Curved Dash Olds

For Sale.... We have a 1966 Ford Mustang for sale. Ground up restoration, re-built 289, new tires, dual exhaust, radiator. Beautiful car asking \$9500. Call Stanley at 802-505-5840 or email lorisunday@netscape.net.



Still looking.....

I don't want to be a pest but I am still looking to buy a '33, '34 or '35

Chevrolet...any style will do. Maybe you don't have the storage room as we go into winter.....maybe I do!

Call Jim Egnasher 518-799-2291

For Sale...

WW2 U.S. "jerry" 5 gallon gas can in good shape for jeep wrangler. \$ 35.00

call Ed 631-261-5011 or email grandpagny@aol.com.
Thanks, Ed Gradel

For Sale..... Ingersoll Rand Model 3000/ T-30 air compressor. Built for the big jobs, 3-phase, 120 gallon tank, in great condition. \$2000.00, call Loran 802-827-3003

Free tires... Too good to throw away but too old to use on the highway. 2 size 550-18, 3 size 700-17, 7 size 33x5. Call 802-862-6374 or email roy-mart@comcast.net



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

November 2015



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



Gael Boardman's 1924 Custer Car
Being used to hold a 2015 Ipad
At the 2015 VAE Show in Stowe

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



Photo by Don Perdue

One of the great extras of a VAE Tour is what happens afterward.
Like this gathering after the 2015 Gypson Tour, catching up with old friends, exchanging recent history on our old cars and meeting new friends is A BONUS!