

# Wheel Tracks



14 Year Old VAE member, Jason Warren and his Reatta, are winners at our 58th Car Show in Stowe.

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**From VAEer, Paul Baresel.....**

How many of us have wondered and envied the engineer of a steam train or the operator of a steam car? Recently, I had the opportunity to go to a steam school that focused on historical boiler safety for steam traction engines. Already inquisitive minds are asking "What the heck is he talking about?!!". The best description of a steam traction engine is a steam locomotive on wheels.

**I have an interest in steam and own a steam boat as well as a stationary steam engine.** I knew that my chances of owning a Stanley or White steamer would be equivalent to winning Power Ball. So, I attended the **Steam School** at the **Somerset Steam and Gas Engine Association** located in Somerset, VA.

**Our timing was great for terrific weather.** No snow, plenty of green grass, flowers, and no bugs. Somerset is located northwest of Richmond, VA. The area is beautiful for its small rolling hills and horse or cattle farms. The Association is located right in the heart of this country. It is actually on a working cow farm.

The Pasture Party is held every year on the **Fairfield Dairy Farm**. The show developed from Gil Robert's father who used to fire up his steam traction engine near the side of the road for people to see living history. It has developed into a yearly event and school information can be obtained on their website [info@somersetsteamandgas.org](mailto:info@somersetsteamandgas.org).

**I wanted to learn more about historical boiler safety and operation.** Primarily, the method of steam produced in steam trains and traction engines is the fire tube boiler design. This method is still used today, but historical boilers require more detailed boiler inspections as well as operation. (Each state develops its own standards for inspections.) The operation is nothing like stepping on a gas pedal and go! We focused on learning how to coordinate the traction linkage and steam pressure to develop a smooth start as well as learning what to observe going up and down hills and parking the tractor.

**Briefly, a steam engine has steam entering at both ends of the cylinder to push the piston up or down.** The steam is timed to enter to push the piston just as the exhaust steam is leaving the cylinder. The valve system is not like valves on a 4 stroke combustion engine. One unique characteristic of a steam engine is when the piston is at top dead or bottom dead center with the piston rod and eccentric all in a straight line. The piston will not move if steam is applied because the crankshaft cannot turn. Learning to coordinate the forward and reversing linkage quickly and apply short bursts of steam to get the crankshaft to move is challenging. The other method is to get off the tractor and physically move the flywheel. The term to bar over an engine is when this situation occurs on a large steam engine. A custom pry bar was designed to turn the gears and move the flywheel. As hard as I tried, I just could not smoke the wheels in the cow pasture.

I do not know how many traction engines exist in our New England states that are working or were actually used as tractors. There were no rocks and small hills that make safe operation of the tractor in Va.. There are much larger tractors located in the Midwest because of the flat land.

**The Farm Collector Magazine** offers a listing of several steam schools. I chose this school because of its small class size and it was located in an area of the country we had never visited. Each school is a little different, but all focus on steam theory and safety. You can still attend a school this year by going to its website [www.farmcollector.com](http://www.farmcollector.com) and see what schools are available this year. Remember, telling your wife or partner that you want to go to school in another state is always an excuse for an adventure. Actually, you cannot wait to get your hand on the throttle!

*See more photos by Paul and a neat idea on page 9*



## FROM THE PRESIDENT... DAN NOYES

When I heard the forecast in the week leading up to the Stowe Show I knew we were in for a possible record setting event. I showed up on the field to help Monday afternoon, amazed at all the work Duane and Bob..... and the volunteers had completed. Things were well on their way, tents were up, registration good to go, food was cooking in the tent kitchen, this show was on.

**One has no idea how much work goes into our Stowe Antique and Classic Car Show.** Having attended the Stowe monthly meeting for years my job never allowed me to break away in the week leading up to the show. This year I took vacation and I was glad I did. From mowing to radio interviews I was kept busy. There was a lot to do and it all was done. We are lucky to have such an amazing group of volunteers who make this show a success.

This year at the show I ran the **Junior Judging on Saturday** with a group of kids. We judged some amazing cars in the senior class, talked about what features a car would have when it left the factory, condition, and what makes these class of cars so special. We looked at unrestored cars, early cars and muscle cars and they chose a Porsche 928 as a first class winner. (the headlights on the 928 were a big hit) Want to help me next year? It sure was a lot of fun!

This fall we have some great events coming up. The garage tour on September 12, Gypson Tour on October 3<sup>rd</sup> and our Annual Meeting on November 7<sup>th</sup>. Hope to see you all there and thanks for all you do to make the VAE a great group of Auto Enthusiast.



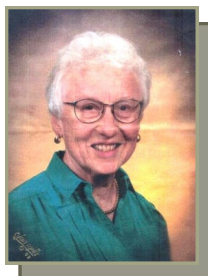
## YOUR EDITOR... GARY FISKE

On page 8, Dave Sander describes in his “Dave’s Garage” column some of the behind-the-scenes activities that happen every year at the Show in Stowe. It is fun stuff but don’t let him have you think it is only fun.....it is also a lot of hard work. He mentions bringing the vehicles and equipment down to the show field (and back again) but he does not mention who loads and unloads. Dave loads and unloads, along with the many other volunteers.

**I remember going past a five acre hay field with my Dad when I was young.** He had cut the hay in that field with a hand scythe along with other fields and did that for many of his younger years. I asked him how he was able to make it from one end of the field to the other without giving up. He told me without the men working beside him he would never have been able to do it. I think everyone working to set up our show in Stowe would agree, if it were not for all the others, the job would be enormous.

**Another thought here**, that I want to be sure is understood, is that many fantastic, really great, memories happen during the 7 or 8 days the many volunteers come and go at the show. While Dave was doing his behind-the-scenes, there were others doing their behind-the-scenes.....one, two, three and four crews are working at any one time.

**Thank goodness there are volunteers!**



**Emily Rice** passed away on June 26th, she was 91 years old. I have heard their names mentioned since the day I became a member of the VAE, but never met them. Emily and her husband Rod were very active in creating the club that we now have so much fun with. Emily was born in Little Rock, Ark. and became a medical technologist working at the UVM Med School in Burlington. If anyone has a nice “VAE story” they could share with Wheel Tracks, we young members would be able to get to know the couple much better.

Following is a story written by **Dave Otis** in 1953 called “**The Huntington Cadillac**”. It is a story from Wheel Tracks that year about Emily’s husband Rod and his buddies retrieving an old Cadillac. I don’t think Emily is mentioned in the story but how much do you want to bet she was “behind-the-scene” with a woman’s wise council, keeping these gents out of trouble?

### “The Huntington Cadillac” by Dave Otis

*Of all Rod Rice's celebrated expeditions to rescue antique cars from oblivion, the one that comes first to my mind, is the one that brought his 1922 Cadillac touring car down from the hills near Huntington. If there be anyone who remains so uninformed as to think of antique automobiling as a rather tame and quiet hobby, let him read this. It's an adventure into the unknown. With Rod Rice it is, anyway.*

**This tale is continued on page 13**







# "THE SOFTER SIDE"

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



## Antique Clothing Collectors Criteria from Nancy Willett's column of November 2003

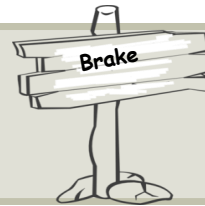
Collecting antique clothing can be lots of fun and rewarding. To avoid costly mistakes, here are some guides to use.

- ★ **Condition:** Inspect the fabric carefully, a small tear could mean something larger later. Look for repairs, as sometimes these are not done in the best interest of the fabric. A garment in mint condition could fetch a higher price, but might be a better investment in the long run.
- ★ **Style:** Does the garment have beautiful lines and is it well made?
- ★ **Design:** Vintage clothing should have clear lines, quality of structure, color and texture.
- ★ **Structure:** How a garment, or fabric is made is crucial to determine the age and price.
- ★ **Material:** What is it made of, or from? Is there more than one type of workmanship involved, and is the material and workmanship still used today?
- ★ **Quality:** Thought in design or the care given in workmanship can never be underestimated.

When shopping for vintage clothing have a tape measure handy to measure clothing size and fabric length. Standardized sizing started in the forties as a result of fabric rationing during the war. Taking measurements is the best way to size a garment. Look carefully for rust stains on whites and perspiration stains on all clothing before you purchase, because they are not easy to remove.

But, most of all have fun looking for that great vintage outfit!





#### Charlie Humor from 2015

**The Goldberg Brothers were the inventors of the automobile air conditioner.** Here's a little fact for automotive buffs.

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter. Henry was curious and invited them into his office.

**They refused** and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

**The old man got very excited** and invited them back to the office, where he offered them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords. **They haggled back and forth** for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show -- Lo, Norm, Hi, and Max -- on the controls.

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#### Conti Humor from 2003...

A man and a woman were having dinner in a fine restaurant. Their waitress, taking another order at a table nearby noticed that the man was slowly sliding down his chair and under the table, with the woman acting unconcerned. The waitress watched as the man slid all the way down his chair and out of sight under the table. Still, the woman dining with him appeared calm and unruffled, apparently unaware that her dining companion had disappeared. Concerned, the waitress came over to the table and said to the woman, "Pardon me, ma'am, but I think your husband just slid under the table." The woman calmly looked up at her and replied firmly, "No, my husband just walked in."



A police officer called the station on his radio. "I have an interesting case here. An old lady shot her husband for stepping on the floor she just mopped."  
"Have you arrested the woman?"  
"Not yet. The floor's still wet."

#### Letter to the editor....

**My wife and I** were both VAE Presidents in the 1990's so we can appreciate all the work that went into making the Stowe show a premier event in Vermont. We try to judge Model A's every year and we can see that each year the show gets better. The quality of cars this year was outstanding and the show committee was well organized, responsive and friendly.

**The Wheel Tracks has grown into a first class publication.** The stories are interesting and I particularly enjoyed reading "The Little Tin Jack" Learning that Mary Jane Dexter is still driving her VW brought back memories when she and husband were proud to bring their woody to the Stowe show every year. In fact a woody caravan was featured at a Stowe show a while back.

It was good to see many of our friends. Congratulations for growing the VAE and trying to nurture the younger generation's interest in your club. Frank Mazur

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**The Nomination committee has been unable to complete a slate of officers for 2016.**

**We need to fill the positions of 2nd Vice President and the Treasurer.**

**Do you have some free time to help your club?  
Call Dan Noyes 802-7307171**





From the front page ... Jason Warren.

I was very excited to find out I had won 3rd place with my 1988 Buick Reatta having entered it in class 21 for non-Ford, Non-Chevy, all, for 1966-1990 model years.

I had my car entered for judging last year, but was not available during the judging process and I think this may have hurt my chances. This year I made sure to be with my car because the judges had a lot of questions.

I bought my Reatta in 2014 with money I had earned from a part time job I've had since I was 11 (I'm 14 now). I found the car in Fairfax, VT and paid \$640.00 for it. The body of the car was and is in very good condition mainly because the front fenders are made from a plastic polymer and the remaining body panels are double sided

galvanized steel. With over 185,000 miles on the car, the complete suspension, braking, and exhaust systems needed to be replaced. As my dad completed repairs on one side of the car, I would try to repeat the process on the other side. Sometimes things worked out, sometimes not so much.



Wheel Tracks asked Jason what his "dream car" would be.  
His answer, a **Mercedes Benz Unimog**,

I think I chose to buy a Reatta because our family already had two 1991's and I thought it would be neat to have my own. I like the styling and all the digital instrumentation including a fully functional CRT touch screen that controls the radio, climate control, gauges, trip computer, and full onboard engine diagnostics.

1988 was the first year of production for the Buick Reatta and 4708 were hand built that year at the Craft Center in Lansing, Michigan. All Reattas' are front wheel drive and used GM's popular and "bullet proof" 3.8L V6 engine with a 4spd automatic transmission. The engine produces 165HP but the car weighs 3400 lbs so with these specs, it's performance although acceptable, is lack luster compared to its sporty appearance. I am real happy with my Reatta, but if I could choose any vehicle to own, it would be a Mercedes Benz Unimog.

I will be a Freshman at Lamoille Union High School this fall and have plans to enter into the Auto Tech Center for my Junior and Senior year. My favorite subject in school is science and I think I would like to have a future in either automotive or motor sport repair. I like all things with engines especially if they are vintage. I'm already looking forward to working at and bringing my car back to the Antique & Classic Car Meet next year.



The 3.8L V6 Reatta Engine

#### Editors notes.....

Year	4EC97 Coupe	4EC67 Convertible	Total
1988	4,708	0	4,708
1989	7,009	0	7,009
1990	6,383	2,132	8,515
1991	1,214	305	1,519
<b>Total:</b>	<b>21,751</b>		

In 1988, approximately fifty five examples were designated "Select Sixties" and allocated to Buick's top sixty. The models, internally designated model X22, featured a black exterior, tan interior and unique special Select Sixty hood emblem.

In 1990, the Select Sixty program was repeated, as sixty five white convertibles including special emblems, and a flame red interior with white bucket seats, white 16 inch wheels, and cup holder.



# The Roadside Diner



**German Potato Salad**  
( Different but very good)  
from our proofreader **Edi Fiske**

1/2 lb. bacon  
2 tbs. flour  
1 1/2 tsp. salt  
1/2 cup vinegar  
1/2 cup chopped onion

2 tbs. sugar  
1 tsp. celery seed  
6 cups diced cooked potatoes  
Optional: parsley and pimento

Cook bacon crisp and crumble. Keep 1/2 cup fat. Cook onion in fat until tender. Blend in flour, sugar, salt, celery and a dash of pepper.

Add vinegar and 1 cup water.

Cook and stir until thick and bubbly.

Add bacon and potatoes; heat thoroughly.

Toss lightly. Garnish with parsley and pimento or bacon.

*A Wheel Tracks note..... We just celebrated Edi's 90th Birthday.*

*She has been our publication's proof-reader these past five years, making our editor appear very highly educated.*

*Besides this job of proofing and great recipes she can beat most in 500 or cribbage....you choose.*



## Saturday.... SEPTEMBER 12 GARAGE TOUR

Let's meet at the Hannaford's parking lot in Milton, VT. This store is located on Rt 7. The time of departure for this Saturday event will be 8:30 am. We will travel north on Rt. 7 to Lake Rd. We will be visiting Jim Cary's filling station and Wendell Noble's garage. We will then travel to Fairfax to Bob Lalancette's to see a car body on a rotisserie. From there we travel some back roads to Sheldon and over to Enosburg to Gary Fiske's, viewing a wood framed car.

Please bring you're a bag lunch, Gary will be grilling hot dogs.

At the first stop there will be coffee and donuts, at the last stop there will be beverages hotdogs. See your roster for the addresses of the four stops.

A School Session will also be taking place at the Fiske Garage.

### "How to Drive a Model T"

We will have a school room session to explain the basics.

You folks who we believe were paying attention will then be able to drive a "T".

If all goes as planned there will be two Ts to choose from.





## Dave's Garage by Dave Sander

Please send all inquiries to [dasander@aol.com](mailto:dasander@aol.com)



### Behind the scenes at The Stowe Car Show Motor Pool

**As I write this**, it is midnight on Sunday night, and I have just returned from another successful Stowe Car show.

Anyone who has attended the Annual Stowe Car Show has seen our club golf carts and trailers on the field at Stowe. Many of you may be wondering where these vehicles are the other fifty- one weeks of the year.

**About a week before the car show** I receive a phone call from Bob Chase, asking me to assist with moving the golf carts and the trailers. The crew needs the trailers and the golf carts for set up at Stowe. The office trailer and the large "VAE" enclosed trailer are stored at a local farm in Stowe. Bob refers to the spot the trailers stay at as the million dollar view, and it is a scenic spot.

**The golf carts** reside in an old dairy barn at the same farm. I pull one golf cart out, prime the carburetor and place a jumper pack on the battery terminals. If it starts and runs well, I will set it aside and try another. Any cart that does not immediately come to life is towed out of the barn and to the truck by a running golf cart. I put four golf carts on the first trip, and three on the next. After loading golf carts, I cross the street and pick up a trailer.



Two trailers, two trips. It works out well.

**I pull the trailer about 20 feet and** then check the tires to make sure they are fully inflated. I also inspect the hitch and the safety chains. A quick check of the registration tag, and I pull away toward the field.

**After the carts have been delivered**, the truck moves all the picnic tables, kitchen equipment, bleachers, and other supplies to the field. The truck is then washed and prepped for the stage during the parade and the street dance on Saturday. Fun fact: there is a bench on the south side of the Stowe Town Hall. For the past ten years when I drive the truck on to the side walk, there are people sitting on that bench. Every year there is at least one person who refuses to move. I literally drive within two inches of their toes. I haven't hit anyone yet. The truck just fits between the curb, the bench and the lamp post. After the parade I take the car I drove to the street dance, load it up on the truck and drive back to the field.

**After the show**, as the spectators and the exhibitors head home with smiles on their faces, happy memory's in their head and quality awards in their cars, the Stowe crew begins the tear down of the field. It is amazing to drive by on Sunday evening and see how quickly this happens. Again, the carts are used for the tear down, and the trailers are loaded up for another year in storage. I like to swing past the car wash with the golf carts on the truck and give them a quick wash. This is especially necessary during the muddy years. When they are put away clean, there is one less thing to do the following year. With the carts clean, they are returned to the barn. Ideally, they are run out of gas. Fuel stabilizer is added to the ones that still have gas. The batteries are removed and the carts are covered with tarps. The batteries go back to the garage with me, and are plugged in to battery maintainers along with the deep cycle batteries we use for the sound system.



**The trailers are again "put out to pasture"** to enjoy the million dollar view with the cows. The view must be good. This year, a woman in a Volvo SUV stopped by and asked me where the milk from the cows is sold. I told her I did not know, then she told me she wants to know where it is sold, because every time she drives by she thinks the cows look happy.

**Recently we have begun** to replace the older, three wheel Harley Davidson golf carts with newer EZ-GO and Club Car golf carts.

With careful planning and organizing, this task is repeated every year, seamlessly and successfully. Just one of the many tasks that make the show the success it is!

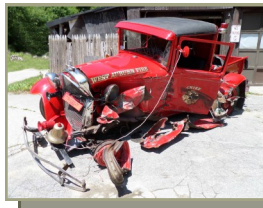






## Bob Chase's "new" 1941 Dodge WC14..... from Wikipedia.

The Dodge WC series was a range of light military trucks produced by Dodge during World War II. The series included weapon carriers, telephone installation trucks, ambulances, reconnaissance vehicles, mobile workshops and command cars. They were replaced after the war by the Dodge M-series vehicles. WC was a Dodge model code: W for 1941 and C for half-ton rating. The C code was retained for the  $\frac{3}{4}$  ton and  $1\frac{1}{2}$  ton 6x6 Dodges. They are closed cab, two seater pickups with a nominal carrying capacity of a 1,000 lbs. Common features of the 1/2 ton trucks were: Drive: 4x4, Wheelbase: 116 in (123 inches for ambulances), Track width: 59.375 in., Tires: 7.50x16, Brakes: Hydraulic, Engine: 6 cyl, in-line, L-head, Transmission: 4 forward/1 reverse, manual and Transfer case: Single speed.



Wheel Tracks has added information from last months notice of Malcolm Young's accident with his '31 Ford fire truck. Malcolm is home from the hospital and on-the-mend. He was very much missed last weekend at the car show in Stowe. He called Wheel Tracks to thank the members for their offers of parts to rebuild his fire truck and to say that he has decided not to rebuild the Model A. Instead, he has decided to pursue another dream of his and that is to own a Model A Coupe. This is where he could use your help in locating his dream car. His contact information is in our roster, if you have a nice coupe for sale or if you know of one, please give him a ring.

Besides Paul Baresel, Wheel Tracks knows there are of other VAEers who have an interest in steam power and steam powered vehicles and engines.

**Is it possible to have a "VAE School Session on Steam" here in Vermont?**

**How about "School Sessions" on all those other VAE subjects?**

**A "School Session" at a few of our monthly meets..... Wow!**



*Photos  
by  
Paul  
Baresel*



To the left are the two M37 trucks the club has taken in trade for the airport tug that was given to us a few months ago. The crew, posing, was needed to unload the trucks at our Show in Stowe last week when they were trucked in from their home in New Hampshire.

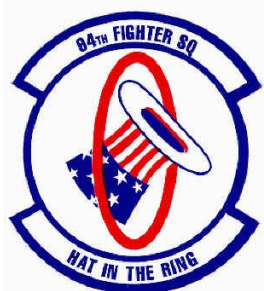
In civilian life they are both **Dodge Power Wagons**, a 1952 on the right that runs fine and a 1953 on the left that will run with some TLC.

The '53 has been sold to a gentleman in Enosburg whose grandfather is buried a few feet from General Armstrong Custer at the West Point Cemetery.

The '52 is still available for a very reasonable amount.

Call Wendell Noble at 802-893-2232

## "R" is for Rickenbacker.... The 18th installment of Unusual American Makes in Alphabetical Order.



Throwing his "Hat in the Ring", "R" is for Rickenbacker

Who would ever imagine the success that would come to a man of such humble origins? Having less than a 7th grade formal education, suffering the loss of his father when he was just 12 & entering the workforce shortly thereafter in pre-WWI America. The workforce was flooded with immigrants and this young man chewed through a few jobs before entering the automobile industry, beginning as an "unpaid porter in the Frayer-Miller Company "in Columbus, Ohio.

When Mr. Frayer left that firm to join the Columbus Buggy Company, which was just becoming active in the fledgling auto business, he recognized the tenacity and energy of Eddie Rickenbacker and took him along. It was 1906, and Eddie was now 16. He went out with Mr. Frayer, racing on Sunday and selling on Monday! All across the country! Eddie did this for six years before being able to drop the selling aspect & concentrate just on the racing! Wow! He ran some impressive automobiles, including the Mason, the Maxwell, and even got to know the Duesenberg brothers and raced for them!

After a successful racing career (he earned over \$ 80,000 in 1916 alone!), he was recruited into the "Great War" effort and channeled his racing skills into airplanes. After some time he was given command of the 94th Squadron and led his troops in many air combat missions, becoming known as the "Ace of Aces" credited with 26 "kills". Much of combat was against the famed "Red Baron" - Baron Manfred von Riechtofen.

Subsequent to his war activities, Mr. Rickenbacker lent his now famous name to a group of automobile industrialists and investors to market a new automobile named in his honor! Part of that group had previous experience in forming and running the E.M.F. car of the early 1900's. The firm was incorporated in 1921 and sold its first models as 1922's. The "Hat in the Ring" emblem that was symbolic of his 94th squadron was used as the logo for the car and initially production started with a 6 cylinder motor which produced a good 58 horses! With the option of 4 wheel brakes (these became standard in 1923), the Rickenbacker certainly was "A Car Worthy of Its Name." A unique feature that added to the smoothness of the motor was the use of 2 fly wheels. This was gleaned from the German WWI planes that Eddie had observed & inspected during his aviator days.

Adding a "Vertical 8" cylinder motor in the 1924 seemed to add to the value of the line. Touting their differences and enhanced safety features (4 wheel brakes standard), some other manufacturers felt threatened and began a smear campaign against the 4 wheel braking system of the car...planting the seed in the mind of potential customers .."what would happen if only one of the brakes engaged & the others did not? or what if they operated independently? Would an accident result?" So successful was this derogatory campaign that sales slowed, people worried & public perception shifted (This same tactic was to be used during the debut of another innovative auto a little more than two decades later - Tucker.) To incite more interest in the car, the prices of the Vertical 8's were reduced in 1925, causing the stockholders and dealers to be very worried. Eddie R. stopped his association with the firm in 1926, and other important backers followed. Barney Everitt (the "E" of EMF) was left holding the bag when the firm went out in 1927. Some of the designs of the Rickenbacker were sold off and used in the Auto Union (Audi) subsequently.

The man with his "Hat in the Ring" continued in the auto industry - joined GM and eventually refocused on aviation which led to his acquiring Eastern Airlines and leading that firm to profitability for several decades. Not bad for a humble man lacking a high school education!

Indeed, the Rickenbacker was a car "Worthy of Its Name!" There is still a club for the make, and it seems that less than three dozen survive. I have seen the example that the Sandwich, MA Plantation has in its collection. That museum houses the collection of the late Eli Lilly. I hope you get a chance to visit that museum & appreciate some of the fine autos there.

We'll see you on the Road , again, soon! Remember, "R" is for Rickenbacker! Worthy of Its Name! Happy trails!

Greetings from Chris Chartier  
And  
His next "Auto ABCs"

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





## Junior Judging Results at the 2015 Antique & Classic Car Meet



**First place....** Bob Britton from Hancock, New Hampshire for his 1979 Porsche 928.

**Second Place....** April Anderson from Eldersburg, Maryland for her 1981 Chevy Camaro Z28. (She is the original owner)

**Third Place.....** Dean Lafont of East Barre, Vermont for his 1966 AMC Rambler Classic



## The 2015 Antique & Classic Car Meet Fashion Show

**First Place...** Canadian Army Unit from the Eastern Townships, Quebec. 1945 Willis MB Louise Chapdelaine, Gerry Boucher, Sylvain Daigle, Michel LaPointe

**Second Place...** Lucille & Claude Marcoux of Quebec with their 1960 Oldsmobile Super 88 Indy Pace Car.

**Third Place...** Ellen & Todd DeMaio of Canterbury, Conn. with their 1930 Model A.

**Forth Place....** The Mclay Family, Jeff, Kayla & Jayden with their 1933 International Pickup.

## What I did on summer vacation from Bob Lalancette

**Restoring a car has an entertainment factor that is unlike** that of building a car to race other cars. Ken Squire provides us folks an opportunity to race a car without putting a lot of money into it. The only thing that it takes is time which takes away from restoration projects. The race at Thunder Road in Barre involves 100 cars on the track for 200 laps. The race is only stopped for fires or cars that end up on their roofs. The disabled cars are left on the track to provide obstacles to drive around. The first person to complete the 200 laps wins. The race is called an **ENDURO, The People's Race. This year I got sponsorship from my sister and brother-in-law.** I started the day with some pancakes and Corey maple syrup. We took the ethanol out of the gas and added some sap. Put some grade B on the tires to make them stick better and loaded some water bottles with some reverse osmosis sap to sip on during the race. Well I forgot to make sure the cooling fans were working and had to run the heater to cool the engine. My nephew had stuffed the water bottles in the heater vents thus we made some grade A syrup in those water bottles.

**We finished 2nd** in the best appearing contest and 22nd in the race. Two flat tires led us to complete 155 of the 200 circuits but we were able to finish under the checkered flag. Now it is time to get back to those restoration projects while dreaming of next year's **People's Race.**



# The 2015 VAE Golden Wrench Award



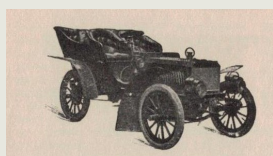
**Ed Hilbert** (left) and **Bill Mraz** (right) presents **Kyle Dow** (center) with his Golden Wrench Award. Kyle earned the award because he is very focused in his Auto technology class at the Patricia Hannaford Career Center in Middlebury. According to his teacher, **Phil Hayden**, Kyle is also very persistent and methodical in his work. Congratulations Kyle.

## A Small Fact about the Vermont Automobile Enthusiasts Club....

In 2012 we increased membership by 7%

In 2013 we increased membership by 5%

In 2014 we increased membership by 11%

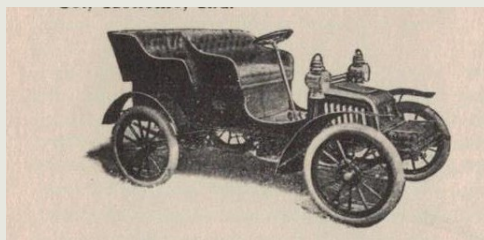


### The Pierce Arrow

Double cylinder, water cooled, 15HP, vertical engine in front; sliding speed gears; bevel-gear transmission; 3 speeds and reverse; tubular frame; 32 inch artillery wheels and 3 1/2- inch tires; wheelbase, 81 inches; standard tread; fuel capacity , 10 gallons; water, 5 gallons, weight 1700 lbs., seats 5, priced \$2500, built in Buffalo, NY.

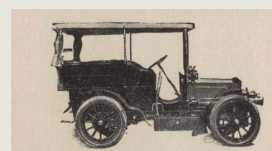
### Gasoline Carriages of 1904

*\$1400 in 1904 is equal to \$36,128 in 2014*



### Elmore Tonneau Car

Double cylinder, 12HP, water cooled, horizontal, 2 cycle engine in front; 3 speeds and reverse; wheelbase 77 inches; standard tread; fuel capacity 10 gallons; water 3 gallons; weight 1500 lbs.; seats 4; priced \$1400  
Elmore Mfg. Co., Clyde, Ohio



### Apperson Touring Car

4-cylinder, 40 HP., water cooled, vertical engine in front; cellular radiator; 4 speeds and reverse; steel frame; 34 inch artillery wheels; wheelbase 96 inches; standard tread; fuel capacity, 20 gallons; seats 6; complete with top and electric lights, \$6000; 1800 lbs.  
Apperson Bros. Automobile Company, Kokomo, Ind.



From page 3..... ***"The Huntington Cadillac"***  
by Dave Otis

Typical of Rod's antique adventuring, the trip to Huntington took place under cover of darkness. We left Burlington after supper. The plan, also typical of Rod, was ambitious. Since it was near the end of March when old registrations expire, and since the Rice family budget didn't call for registering two cars so early in the year, Rod had to get his 1921 Franklin off the road, and both it and his newly-to-be-acquired Cadillac into safe storage at his mountain farm near Starksboro. So we were going to proceed from Burlington in the Franklin with my 1948 Plymouth as a spare, to the hill near Huntington where we would pick up the Cadillac. Then the procession would continue on to Starksboro where both old cars were to be abandoned. We were to return, presumably, sometime before midnight in my Plymouth. A pleasant and rather diverting evening's relaxation, what? Just enough driving about to banish boredom for an hour or two and then home in plenty of time for a good night's sleep. So much for the plan.



1921 Franklin Roadster example

I was working in Middlebury at the time, driving back and forth between there and Burlington every day, and I was a little late getting home for supper. Rod and Cliff Havens waited long enough to make sure I was planning to go with them, then took off in the Franklin. We figured they needed a head start anyway. Then I ate supper, changed into old clothes and drove to Essex Junction to pick up R.G. Galbraith, a veteran of a long line of Rice expeditions but still valiant enough to try another. Then we drove on to Richmond via the River Road and found Rod and Cliff finishing a cup of coffee at Nichol's Diner, all according to the plan with split-second timing.

We then set off with the Franklin leading the way, rocking gently but continuously to and fro on its full-elliptical springs, looking for all the world like a baby carriage. It must have been around eight o'clock by this time and it was quite dark. Soon it began to snow. How nostalgic a picture was framed by wind-shield. There in the glare of our headlights went the Franklin, surrounded by swirling snow. Its prim roadster top was held high in the air and its spare tire was tucked neatly behind the tiny tool compartment. And above those skinny tires tracking silently through the snow gleamed the tiny red tail-light winking coyly from time to time. R.G. and I regarded the scene before us with contentment and I reached over and turned up the heater another notch. Time passed without incident and we were lulled by the gentle motion of the car ahead of us. Then it pulled up to the side of the road and we stopped just behind it. In a moment there was



1922 Cadillac touring example

Rod at our window telling us we had arrived at the point where we were to leave the Franklin while we climbed the hill to get the Cadillac. So we transferred a few tools, an extra battery, a can of gasoline and a few other odds and ends...and we were off. We started to climb in dead **carnest** but soon the rather rough but solid road gave way to a pair of deep ruts in the mud where we came to an unwilling stop. So we got out and put the chains on. This was the work of but a few moments with our well-trained crew. How many times we had had to stop to put on chains on previous expeditions? With our chains on we climbed back into the car and churned on up the hill. For a while. Then the road became steeper. I shifted into second. It became still steeper. I shifted into low. It became steeper and the mud and snow became softer. I pressed hard on the accelerator. The engine groaned, throbbed, vibrated and stopped. So out we got and with the others putting shoulders vigorously to the rear of the Plymouth, we ground on a few more feet.

Then I pulled the throttle all the way out and I got out and pushed too, my feet slipping and sliding in the snow-mud. Finally, after many tries and much



1949 Plymouth example

slipping of the clutch, we got the Plymouth to the top of the hill.

*Above, there is the word "carnest". Wheel Tracks has put it in bold so you can find it. We would like to know what the word means, would you please tell us? This story will be continued in our October Wheel Tracks*

### VAAS Directors

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Dick Wheatley-*Treasurer*

Gary Olney

Tom McHugh, *Vice Chair*

David Sander, *Chair*

Bob Chase

Jim Carey

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

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

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

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

VAE Show Chairs/Board Ex-Officio

Antique and Classic Car Meet (Stowe)

Bob Chase, Chair, 802-253-4897

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

#### **Mission Statement:**

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

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

Monthly deadline  
The 10th

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

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

[info@vtauto.org](mailto:info@vtauto.org)

or

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

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

Membership  
Only \$30  
2 years  
\$50

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

**"VAE September Monthly Meet"**

**The VAE Garage Tour  
On September 12th**

**Garages at Jims, Wendell's,  
Bobs & Gary's**

**All the details are on page 7  
Please call Bob Lalancette if you have  
questions.  
802-849-2692**

**October 3rd (Saturday)..... Gypson Tour in the Stowe  
area. Bring your own lunch.**

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

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

**Quarterly VAE Board Meeting**  
Whitney Hill, Williston, VT  
7 PM , Monday October 5th.





# Wheel Tracks Classified

**For Sale....**Rebuildable 1941 Plymouth engine. \$150 .

Also '41 Plymouth Take off fenders, decent shape for 4 dr. sedan (2 fronts, one rear) -\$100 takes them all. John Vetter 802-525-3166  
stuartank@comcast.net



**Wanted.....**

I am still looking for a road-worth and in good

condition Chevrolet. Preferred years... 1933,1934 or 1935 and I would be happy with any body style. Call me if you have one for sale or know of one. Jim Egnasher 518-799-2291

**For Sale....**

*Found recently by Wheel Tracks along Rt 11 in Malone, NY.*

**1931 Buick Limo.**

Interior needs replacing, no price mentioned on window but book in a #5 condition equivalent is around \$5000.00.

Phone number on window...518-483-5983



**For sale.....**



**1971 Ford Shop Manual.**

Five volumes and covers all models of Ford Mercury and Lincoln.

Excellent condition. \$20.

**1976 Plymouth Shop Manual**, two volumes and covers all models. Excellent condition. \$20.

**1989 Chrysler LeBaron** Convertible gas tank. New and likely fits the 1987 through 1995 coupes and convertibles. \$ 45.

**Generic car cover** for indoor use. Medium size in good condition with bag. \$20.

**Original Essex 6** cylinder parts list booklet, effective Dec. 1, 1923. Thirty pages, excellent condition. \$20.

**Motor's Flat Rate and Part's Manuals**, 1948 and 1955 editions in good condition, \$10 each.

NOS 1950 Dodge tail light lens still in Mopar parts box \$15.

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

**September  
Bumper Sticker...**

**My daughter turned  
down your honor  
student!**

**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

**For Sale...**1963 Chrysler New Yorker. Mileage...8237 My Dad has passed and I have decided to sell his "baby". \$17,000 call Allen, Bakersfield,VT 802-827-3289

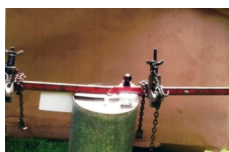


**For Sale.....**

Motor Stand. Holds up to 750 lbs  
Used once. \$50.00



Large Bumper Hitch Ball Mount. \$50.00



Marvin Ball  
802-425-3529

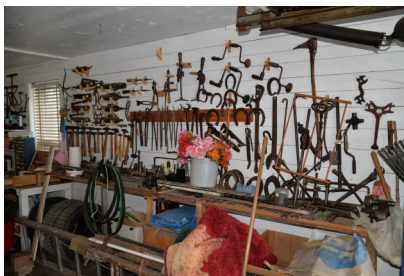
**Do you need a VAE name tag? Send \$7.00 to Phyllis Skinners with correct spelling. PO Box 208, Northfield Falls, VT. 05664**

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

**I would like to borrow or rent an enclosed car trailer to transport my daughters 1927 Willys Knight from Vermont to Georgia in the near future. Thanks.**

**Charlie Thompson, (H) 878-2536 , © 734-4010 , or charlieandmarion@comcast.net**

**For Sale....** My husband has passed away and I need to clear my barn and garage. I want to sell the antique tools (pictured left), early 30s split windshields, a klaxon horn, a couple of headlight lens, a very heavy cogged vehicle jack (pictured right) just to name a few items that I can't describe.



Call Shirley Jewett in Richford, VT.  
802-848-3959



**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*



Bob Chase's "new" 1941 Dodge WC14  
WC means Weapons carrier.....read more on page 9

**September 2015**



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



VAEer Dan Noyes leads our Junior Judges at the car show in Stowe. Read their 1st. 2nd. 3rd choices on page 3