

September 2021 VAE Year 68

# Wheel Tracks



"I had just about given up, then I remembered my parents had a 1966 or 67 Fairlane. It was a nice car with a 289 and auto transmission. I found this good looking 1966 GTA S-code 2-door in Lynn, Mass."

Dave Carpenter, Addison, Vermont..... More on page 7

**The Official Monthly Publication of the Vermont Automobile Enthusiasts**





FROM OUR PRESIDENT,  
DUANE LEACH

Hello Everyone,  
It's already August 4th, where has the summer gone!

I have been very busy getting things ready for our Waterbury show. At this moment, we have seven days to set up for our first show in two years. I live on the show field for 8 days, we have a lot of 'stuff' that can not be unattended and when some of those days finish, I am glad my bed is nearby. **I want to thank everyone involved, it would not happen if it were not for you.**

Cars and coffee has been getting a great turn out with a nice variety of cars, thanks to **John Malinowski's** work.

It was also nice to have our first monthly meeting in seventeen months and actually get to talk with people. It was held at the Ethan Allen Homestead in Burlington.

**A great big thank-you** goes out to the people who have come forward to be the co-editors of our Wheel Tracks publication. We have three at this time and still need one more person to make a great team of four.

I'm looking for people who have completed a restoration project in 2021. Give me a call if you have one or a friend, who you want to nominate for the **Presidents Restoration Award**.

See you soon, *Duane*



**Vermont Auto Enthusiasts  
Membership Application**

Membership fee.....\$30 for yr.....\$50 for 2yrs.

Please make payment payable to:  
**VAE Secretary, Christina McCaffery**  
89 Ledge Road  
Burlington, VT 05401

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone # \_\_\_\_\_

Email Address \_\_\_\_\_

Cars	Maps	Memorabilia
Trucks	Posters	Antique clothing
Tractors	Match-box models	Post cards
Hit & miss engines	Tools	
One-lunger engines	Gas pumps	

What old things are you interested in? Circle some or all!

Check out our member vehicle list on our web site, [vtauto.org](http://vtauto.org). You will find hundreds there and most likely a model of the very first car you drove.

An online application can also be found at [vtauto.org](http://vtauto.org). We have some great fun in our car club and because we are a non-profit, we are able to help our communities in many ways. Education is one of our main focuses.



**VAE Officers & Directors**

**Jan Sander-Chairwoman**

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

**Duane Leach - President**

802-849-6174 [dmlleachs@gmail.com](mailto:dmlleachs@gmail.com)

1241 Main Street, Fairfax, VT 05454

**Gary Fiske- 1st. Vice**

802-933-7780 [gafiske@gmail.com](mailto:gafiske@gmail.com)

**Mike Felix— 2nd Vice**

845-656-7260 [felixmike3@gmail.com](mailto:felixmike3@gmail.com)

**Don Pierce- Treasurer**

802-879-3087 [dwp@melodyelectric.com](mailto:dwp@melodyelectric.com)

PO Box 1064, Montpelier, VT. 05602

**Charlie Thompson- Recording Secretary**

802-878-2536 [charlieandmarion@comcast.net](mailto:charlieandmarion@comcast.net)

**Tom McHugh** 802-862-1733...Term ends 12/31/2020

**Judy Boardman** 802-899-2260...Term ends 12/31/2020

**Dave Sander** 802-434-8418... Term ends 12/31/2021

**Education/ Outreach Committee**

**Ed Hilbert— Chair**

**Tom McHugh V-Chair**

**Wendell Noble— Sec.**

**Gary Olney**

**John Malinowski**

**Gary Fiske**

**Charlie Thompson**

**Don Pierce**

**Nancy Olney**

Membership Secretary (Ex-Officio)

Christina McCaffery

89 Ledge Road

Burlington VT 05401-4140

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

[marleyparis@aol.com](mailto:marleyparis@aol.com)

**The Vermont Antique and Classic Car Meet**

**Co-Chairs**

**Bob Chase** 802-253-4897

**Duane Leach** 802-849-6174

**Wheel Tracks Editor Gary Fiske**

802-933-7780

[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**

**Welcoming Committee**

**David Hillman**

[david.hillman@vtmednet.org](mailto:david.hillman@vtmednet.org)

**Wheel Tracks printer**

**Messenger Marketing, St. Albans, Vermont**

# Past VAE Presidents...

1953 Ken Gypson  
 1954 Rod Rice  
 1955 Rod Rice  
 1956 Walter Jones  
 1957 Walter Jones  
 1958 Lloyd Davis  
 1959 James Mc Glatlin  
     Dale Lake  
 1960 Bob Jones  
 1961 Charles Arnholm  
 1962 Robert Slade  
 1963 Don Brown  
 1964 Richard Evans  
 1965 Willis Spaulding  
 1966 Wesley Pope  
 1967 Bill Young  
 1968 Leo Laferriere  
 1969 Adrian West  
 1970 Chuck Haynes  
 1971 Lloyd Davis  
 1972 Wayne Martin  
 1973 Larry Johnson  
 1974 Tom McHugh  
 1975 Rod Dolliver  
 1976 Bob Gioria  
 1977 Alden Chapman  
 1978 Richard Turner  
 1979 Genevieve Morgan  
 1980 Al Ward  
 1981 Russ Snow  
 1982 John F. Gray  
 1983 Mike Hayden  
 1984 Bob Groves  
 1985 Dave Gonyon  
 1986 Peter Crosby  
 1987 Bonnie Groves  
 1988 Tom MacLay  
 1989 Tom McHugh  
 1990 Bill Dexter  
 1991 Avery Hall  
 1992 Jan Sander  
 1993 Bob Jones  
 1994 Bill Fagan  
 1995 Frank Mazur  
 1996 Don Rayta  
 1997 Bill Sander  
 1998 Bill Erskine  
 1999 Joe Paradis  
 2000 Mary Mazur  
 2001 Fred Cook  
 2002 James Willett  
 2003 Gael Boardman  
 2004 Ray Tomlinson  
 2005 Conception Conti  
 2006 Bob Chase  
 2007 Andy Barnett  
 2008 Nancy Willett  
 2009 Gene Fodor  
 2010 Don Rayta  
 2011 Wendell Noble  
 2012 Dave Sander  
 2013 Jim Sears  
 2014 Robert Lalancette  
 2015 Dan Noyes  
 2016 Dan Noyes  
 2017 Dave Stone  
 2018 Dave Stone  
 2019 Jan Sander  
 2020 Duane Leach  
 2021 Duane Leach

## FROM YOUR EDITOR... GARY FISKE



Ah, September!

### We had a great Saturday

on July 24th, the day Judy Boardman's auction happened. As you know, we lost a dear friend and an old-time VAEer in 2019: Gael Boardman. He had lots of car stuff that he had collected over the years and Judy had no idea where to start "sorting".

She asked a few members for help and the auction was the final step in helping her and her family, respectfully, find new homes for Gael's treasures.

The man of the day was Bill Erskine as Auctioneer. His background in the business was one day, a lot of years ago, when he was the auctioneer with seven lively bidders (Gael was one of them). Bill did a magnificent job last week, along with a friend of his and many VAE helpers.

I remember an auction my brother and I had many years ago when we decided to sell our dairy herd. It was one of the saddest days I can remember. Strangers everywhere, with no idea who had created the dairy or the great days on the farm that we had.

I believe, and hope, the 24th of July was not a sad day for Judy.

### There has been some very nice progress in the Wheel Tracks editor department!

VAEers, Ken & Nancy Gypson called and said they would agree to do four pages (of the 16) if I agreed to also do four....and I agreed. So, at that point we were half way there. Soon after, Anne Pierce agreed to take on four pages. Wow, I was walking on air that day!

At this very moment I am watching for word from another VAE friend who is "considering" the 4th editor position. He would be perfect, I am crossing my fingers.

We have some work to do and once the proper software is down-loaded and a bit of training is complete, our first 4-editor Wheel Tracks will be the December issue. Please be patient because this has never happened before, we will be traveling a new road and our GPS does not help. I am sure there will be a few months of "adjustments" before we settle into our routine.

If you take the staples out of one of your Wheel Tracks editions, you will find four sheets of paper. Each editor will be responsible for one of those four sections. The plan is for us to work independently on our 'section' and get it to the printer each month, proofed and ready for printing.

You will find that we have had to re-arrange some columns so we can divide the work load evenly, you will still be able to read all our regular columns, and some brand-new ones as well.

I also believe, you will see this 68-year-old publication advance into some great new territory, with four editors. Your good advice and guidance is wanted and needed. Please don't be shy, just patient.

Please take the time to read my "extended"  
 Editor's Column on page 11.  
 There are VAE heroes involved  
 And  
 MY attempt to make them real.

Membership  
Only \$30

\$50 for 2 years

Wheel Tracks  
Monthly deadline to  
the editor is the  
5th of each month

Contact Us At...

vaeinfo@gmail.com

Or  
Our Website at  
vtauto.org

### "How to be a member"

\*Go to vtauto.org

\*Click "Join VAE"

\*Print form, fill it  
out and mail it with  
your \$\$ to our  
secretary

If you want your  
latest  
Wheel Tracks  
earlier.... go to  
vtauto.org then to our  
Member Only Page.

The new issue can  
usually be found  
there, around the 25th  
of the month

### Wheel Tracks

is a monthly  
newsletter published  
in print and  
electronically for the  
public, and for the  
VAE membership.  
The VAE is a 501c3  
a not-for-profit Inc.





## "The Softer Side"

A Column Shared by Anne Pierce (Left), Judy Boardman (Center) & Nancy Olney (Right)

".....from Judy

I have recently come to the realization that I'm not a very good gardener. When we first moved to Underhill, being very young and having started accumulating kids, we moved into a wonderful old house that once belonged to Gael's grandparents. Gael's Grandma Bessie was an amazing gardener and she started her flower beds in the late 1920's. When we moved in, in 1961, there were well established beds. Unfortunately, I couldn't remember what flower was what, so I would have to invite Grandma Bessie's friends over to, once again, tell me the names of the flowers.

Fast forward a few years and we bought the old farm up the road and eventually built a house there. When we got around to sell our old house, I had to bring some of Grandma Bessie's flowers with us. It was pretty much a clean slate at the new place, so we dug some beds to put the flowers (temporarily?) in. I moved as many plants as I could. Because there were a number of stones left over from the house, I started a big rock garden. By this time, we started having goats, pigs, ponies, a dog and cat or two.

The goats we had were "flying-goats". They could jump over or crawl under any fence we built. They loved to eat (prune?) my flowers.

My time was limited, but I was young and had grand ideas. I moved phlox, hollyhocks, iris, lilies and probably some flowers that I couldn't remember the names of. Some did really well and others didn't. To this day I can't get a hollyhock to last more than one season. The goats we had were "flying-goats" and could jump over or crawl under any fence we built and

they loved to eat (prune?) my flowers. It was an ongoing battle for years. They were really fond of the first daffodils that bloomed in the spring.

But the flower beds did really well considering the fact that I had lots going on and couldn't tend to them properly. I would read articles about perennial flower beds and the need to separate or divide things. I just didn't have the time! But the plants bloomed anyway.

I don't know why but friends were always bringing me plants and because my flower beds were getting a bit cramped for space, I would stick these gifts wherever I could. I also had a rock problem, I couldn't dig a hole without uncovering rocks. Everywhere!!!

There was one summer when oldest daughter worked at a landscape nursery. In the fall, they were going to toss the perennials out, so she brought home all she could fit in her car, not once but many times. Gael tilled up yet another bed to put them all in (temporarily).

Well, time flies and here we are in 2021. The flower beds are a mess, crowded and diseased. It starts with little green worms on my azaleas. Then, spider mites appear and soon after the powdery mildew. So, I spray everything with whatever I have on hand and hope for the best. Then there are the weather extremes, hot/cold, dry/wet and so on. I'm overwhelmed. It is much easier to mow the lawn, just sit and steer, than to tackle the perennial flower problems.

Flowers still bloom, sort of, and not everything makes it through the winter, but I can't do much about it anymore. I just enjoy the flowers and weeds that do bloom, and that's about all I can do. A gardener like Chris Sears, I'm not.



**The Thomas Hirschak Company, based in Morrisville, Vermont, is gearing up for auctions with classic and collector cars. Mid- to late-September brings an opportunity to buy or sell a variety of cars. Consigned to date include a 1929 Ford Hot Rod, a 1951 MG RD 2-Door Roadster, and a 1939 Ford Cabriolet. Many more are being added each week! You can consign your items by calling Chris at 800-634-7653. We're looking for classic and collector cars, hot rods and street rods, stock cars, vintage military vehicles, vintage motorcycles, automobile and racing ephemera, vintage auto signage and more. Launching October 6 and closing October 26, is an online estate auction with a 1959 Cadillac. You can see all the auction details as they emerge, with links for online bidding at THCAuction.com. The Thomas Hirschak Company has been serving the northeast United States with auctions and liquidation sales since 1979.**





#### Koehler- Bloomfield, New Jersey- (1910-1912)

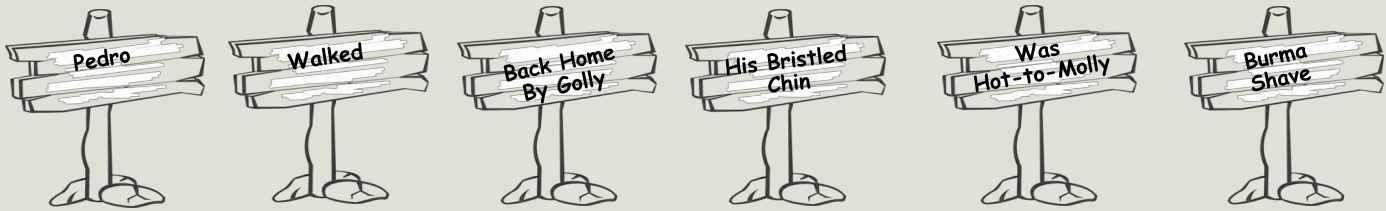
The H.J.Koehler Sporting Goods Company of New York City had sold automobiles in its stores since 1898, among them the Rider-Lewis and the Hupmobile. In 1910, they decided it could do equally as well and the Koehler company ventured into both the motorcar and truck manufacturing. A 40 hp 4-cylinder touring car on a 112-inch wheelbase was introduced in early 1910. In 1913 Koehler decided to confine its manufacturing efforts to the commercial field, and continued building only trucks until 1923.

*Standard Catalog of American Cars.....Picture from Floyd Clymer's Motor Scrapbook....(notice the dates are not the same.)*



VAEer, Tom McHugh, has two extra jobs each Spring. He presents the VAE Golden Wrench award to the winner at the **Burlington Technical Center**, and then travels to the **Southwest Career Center** in Bennington, for his second presentation. Pictured, upper-left is Tom presenting **Alex Baraby-Putnam** his award, in Burlington. Upper-right, is Tom (behind the mask on the right), awarding **Gabriel Luce** in Bennington. Thank you, Tom, for your dedication to this great VAE program.

*The award includes a \$500 scholarship, \$700 in Mac Tools, "The Physics of NASCAR" book, A VAE award letter and trophy, membership to the VAE and most importantly, the recognition of the VAE for the great work these 16 highschool students have accomplished.*



How do you spell....?

Acura - "Asia's Curse Upon Rural America."



Ron, an elderly man in Florida, owned a large farm for several years. He had a large pond in the back.

It was properly shaped for swimming, so he fixed it up nice with picnic tables, horseshoe courts, and some orange and lime trees.

One evening the old farmer decided to go down to the pond, as he hadn't been there for a while, and look it over. He grabbed a five-gallon bucket to bring back some fruit. As he neared the pond, he heard voices shouting and laughing with glee.

As he came closer, he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence, and they all went to the deep end.

One of the women shouted to him,  
"We're not coming out until you leave!"

Ron frowned,  
"I didn't come down here to watch you ladies swim naked or make you get out of the pond naked."

Holding the bucket up Ron said,  
"I'm here to feed the alligator."

\*\*\*\*\*

#### Why Italians Can't be Paramedics.

Vinny and Sal are out in the woods hunting when suddenly, Sal grabs his chest and falls to the ground. He doesn't seem to be breathing; his eyes are rolled back in his head.

Vinny whips out his cell phone and calls 911.  
He gasps to the operator,  
"I think Sal is dead! What should I do?"

The operator, in a calm soothing voice says,  
"Just take it easy and follow my instructions.  
First, let's make sure he's dead."

There is a silence and then a shot is heard.  
Vinny's voice comes back on the line,  
"Okay... now what ?



## VAE Tech-Tent 101.1

From Gary Fiske

**Cadillac, Packard, Buick, Franklins and many other cars had grill shutters.**

These cars all had 'regulated' grill shutters to allow the required air into the engine compartment. Too hot, they open more....too cool, they close. Beside being controlled by a water line thermostat ( for those with a radiator), many of the cars had a "supplemental thermostat. The first controlled the water flow through the cooling system. The second controlled the opening and closing of the shutters, allowing more, or less air-flow into the engine area.

There was a bellows assembly that controlled the shutters and today, you will find very few of them, in the old vehicles, operational. Even when new, they often did not operate well.



Above, is an example of the controller that opens and closes the shutters. Lots of linkage pivots and ratios to allow a small movement create a bigger movement that, in turn, operates the twenty or more vertical shutters. A little corrosion or ice, or even a few captured bug carcasses, can make the shutters difficult to move.

Interestingly, many of our "modern" vehicles still use grille shutters. The Dodge 2013 Ram 1500 was the first pickup truck to employ an active grille shutter system, which automatically closes the huge grille when cooling is least needed. The system improves fuel economy by 5%, by reducing drag roughly 3 to 5 percent and improves warm-up time and windshield-defrost time.

The Sylphon controller was invented by **Weston Miller Fulton** ( 1871-1946) and beside auto grille shutters, they were used in aviation, many farm machines and furnaces/boilers works.



From front page.....

I really enjoy reading articles, be it from **Wheel Tracks**, **Hemmings Muscle Car Magazine** or other publications about the men and women that have their first car.

I am not one of them, although parts of that first ride are still with me, we shall get back to that later.

It was the 2014 Stowe Show that got us to where we are today in the ownership of our 1966 Fairlane GTA. At the time, I was the Automotive Instructional Aide at Hannaford Career Center in Middlebury. The instructor was not able to use the tickets he had received from the Golden Wrench Award so he asked if I could use them. Not one to pass up a freebee I said: sure. When August rolled around, I said to my wife Mary, let's go to the Stowe Car Show, I have free tickets. We made a day of it, going for lunch, site seeing and attending the show Friday afternoon.

As we were getting ready to leave, she asked what was my first car? I responded, "a 1967 Chevelle Convertible". Then she asked, "what does one look like"? Have you ever been to a car show and seen less than a dozen of that vintage? Well, wrong place and wrong time, as none were to be found, but fortunately I did spot a 1966 Hardtop as we were getting close to the parking lot, on our way out. To my great surprise, she stated, "if you really want to get another one, its OK with me". Wow, what an offer! I thought I knew pricing on that vintage. Wrong! Want's are one thing, but I did not need a car that badly to pay what asking prices were.



Always listen to your wife!

I had just about given up, then I remembered my parents had a 1966 or 67 Fairlane. It was a nice car with a 289 and auto transmission. A few minutes on Craigslist and I found a good looking 1966 GTA S code 2-door in Lynn, Mass. We had already planned a trip to see our grandkids who at the time lived in Saugus, only minutes from the car. An appointment was set. We looked at the car, made an offer and two weeks later, Dave Welch and I picked the car up and returned home.

What impressed me about this car is how complete it was. Sure, it needed a complete once over but it was basically rust free, all

trim, emblems and interior original. Mary wanted a complete car, not a project car that would probably never see the road. Always listen to your wife!

What we have done since 2015 is: a complete suspension rebuild including brakes, springs, shocks and new front end components. The rear end and drive shaft has been rebuilt with new bearings and gears. The engine has had head work done, a new cam and intake manifold. The transmission was totally rebuilt.

Next on the agenda for 2022 will be new interior pieces such as seat covers and door panels. It will never be a show car but neither was that 67 Chevelle, just a fun car to drive and get an occasional ice cream in. And speaking of that first car, I do have the Motorola 8 track player that was once in the Chevelle. It now resides in the Fairlane, in great working order. So I guess in a small way, I still do have that first car, at least a small piece of it and a fond memory every time I play those 8 tapes ( the one I am listening to at the moment is by Bob Seger and the Silver Bullet Band) .



Bob Seger  
"Stranger in Town"



# The Roadside Diner

## Crispy Oven Fried Buttermilk Chicken



Edi Fiske

1/2 cup buttermilk  
1 tsp paprika  
1 tsp onion powder  
1 tsp garlic powder

1/4 tsp cayenne pepper  
4 lbs. chicken pieces  
2/3 cup all-purpose flour

In large bowl, stir together buttermilk, paprika, onion powder, garlic powder, 1/2 teaspoon salt and cayenne. Add chicken pieces, turn to coat in mixture. Cover bowl with plastic wrap, marinate in refrigerator for 2 hours. Heat oven to 450 degrees F. Line rimmed baking sheet with foil. Place rack on top, coat with cooking spray. In shallow bowl, mix flour with 1/2 teaspoon salt. One at a time, remove chicken pieces from buttermilk marinade, letting excess drip off, coat chicken in flour mixture. Transfer chicken to rack and generously coat with cooking spray, Bake until chicken is no longer pink near bones, 25-35 minutes. If desired, broil until browned, 3 minutes.



## "Remember When".... with Chris Barbieri



What caught my eye in this 1954 ad from Popular Mechanics magazine was what appears to be an early 1950's Plymouth. The Plymouth was part of an ad from the Empire Merchandising Company located in Mt. Vernon, NY. What the company claimed seemed well beyond reality.

To begin with it claims a "NEW INVENTION REPLATES by electroplating chrome, silver and gold. Lets focus on the chrome claims. The ad goes on to promise "BRILLIANT AUTO TRIM - you'll be mighty proud of the Dazzling finish on your car's bumpers and trim after replating with MET-L-COTE."

You will note that the applicator brush in the ad appears smaller than a tooth brush. Still it's claimed that replating is made easy and safe. The applicator brush uses mild and safe current by using two flashlight batteries in the applicator handle !

**"BRILLIANT AUTO TRIM - you'll be mighty proud of the Dazzling finish on your car's bumpers and trim after replating with MET-L-COTE."**

You have to wonder how long, how many batteries, and how many chrome kits it would take to allegedly chrome your car's bumpers, with this tiny brush not to mention all the other chrome trim on 1950's cars ?

**And does it last ?** The company says that treatments "quickly builds up a thick new plating with each application". It also claims MET-L-COTE is constantly used in leading hospitals and doctors and dentists.

Maybe this stuff really worked. Although the ad is tempting. I never knew a single car hobbyist, body shop or anyone else who attempted to re-chromed any of their vehicles with MET-L-COTE.

**Remember When ?**





**"Amazon Smile"!** What do you think about that? Then the dude said to me, "not the river, you dummy". There is a company called Amazon, you know, the one that promises a refrigerator at a bargain basement price, delivered free...overnight. It seems if you buy that frig from them and you push the correct button on your computer, they will send .5% of the purchase price to your favorite non-profit. WoW! I know the perfect non-profit, it is called the **Vermont Automobile Enthusiasts**.



**TIME TO RE-TIRE  
GET A FISK!**

I was presented a gift a few days ago, that I did not deserve, but I am super happy I received it. VAEer, **Paul Baresel**, gave me a mounted FISK tire that had come off his model T. A couple of generations ago, our family did not have an "e" at the end of our name and then Grandpa-great got fancy and added the "e". Maybe I should see if I have relatives in Chicopee Falls, Massachusetts where the tire company had its headquarters, I might be a rubber baron and don't know it!

**Mr. Noyes W. Fisk** bought the Spaulding and Pepper Rubber Company in 1898, changing its name to **Fiske Rubber Company** and was a major tire manufacturer for 35 years when they went out of business in 1933. They also created two other companies that sold discounted tires; **Badger Tires Works** and **The Federal Rubber Company**. They were a major asset during the 1st. World War but did not survive the Great Depression, like many other companies.

Wheel Tracks may be "way" out of order here, so we will, more-or-less, keep this on the QT.

The picture to the right is a **1909 KNOX MODEL R "RACEABOUT"**. Wheel Tracks is working from very sketchy and minimal information here, so we will stick to a few facts, to be safe. This "racer" has a 373.1ci overhead-valve inline 4-cylinder engine with a single Stromberg automatic carburetor.

A fantastic 40hp, for 1909, powers a 3-speed sliding gear manual transmission with shaft drive. The front end has semi-elliptic leaf springs, and  $\frac{3}{4}$  elliptic rear springs. Drum brakes are on the rear only.

Reprinted from an internet story.....In 1909, one could walk into their local Knox dealership and purchase a lovely touring car. Or, if they were a bit more sporting and a lot less practical, you could order a stripped own engine with seats straight from the factory. Knox offered Raceabout coachwork with just the basics—seats and a gas tank—on the 40hp Model R, 48hp Model M, and the 60hp Model S. With the Model R guaranteed to be capable of 70mph—to say nothing of the more powerful model—these Raceabouts found regular success on tracks around the country in the hands of the wealthy sportsmen bold enough to pilot these monsters around the local circuits and ovals.

The "Standard Catalog" records Knox of Springfield, Massachusetts built 1317 vehicles that year, they do not distinguish how many of them were Model R raceabouts. Knox was in business for 14 years starting in the year 1900.

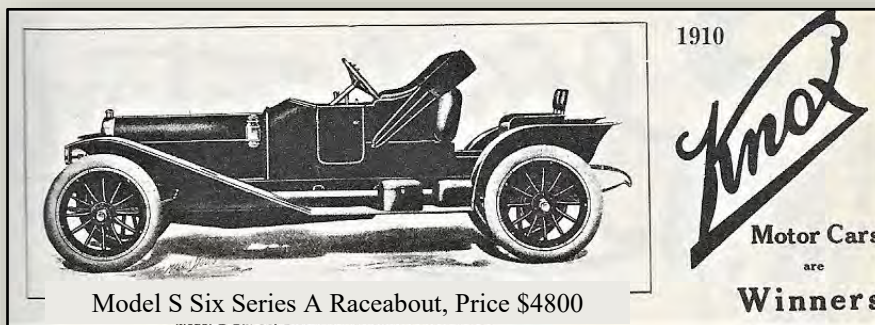
**Some more specs.....** The vehicle weighs about 2400 pounds and has a wheelbase of 102 inches. There are 2 valves per cylinder and has a bore and stroke of 4.87" X 4.75". The tires size is 34X3.5 with a final drive ratio of 2.50.

The 1910 price mentioned right equals \$137,278 in todays dollars.  
Today's collectable value, \$150,000.

**Here is the QT Gossip part.....**

Model R is currently parked in a garage, in Vermont! The bad news....the garage owner, does not own the Model R.

And, this is all we can say about that.





# Wheel Tracks Academy



## The Value of an Idea

From Wendell Noble



The road to the modern automobile, like any emerging industry, is paved with good ideas. Good ideas lead to inventions and inventions lead to patents. A patent is a legal document that protects the right of the inventor or an assignee to exclusive use of the invention.

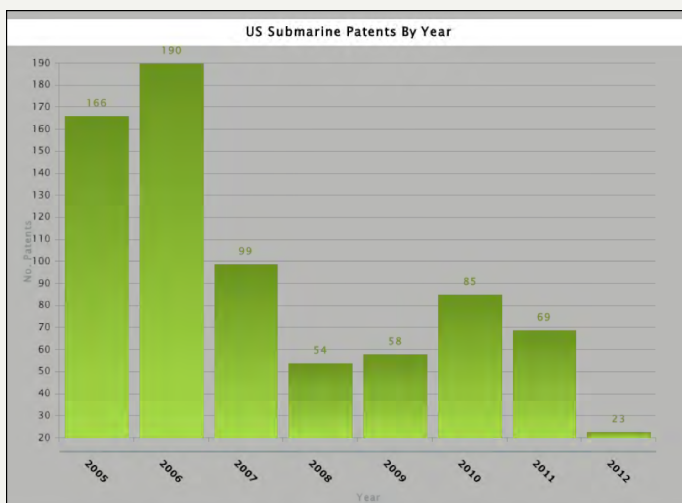
During the delayed process, others may put the invention idea into commercial use without being aware a patent is pending. Once granted, the inventor can sue on grounds of infringement by products already sold and reap large royalties. To eliminate this tactic, the law was changed in 1995 to limit the term of the patent to 20 years from the date of application.

This protection is obviously strong incentive for individuals to produce intellectual property which results in wealth for not only the inventor but society in general. Patents are granted by 143 governments throughout the world to protect these rights within their borders. Since protection is limited to the country in which it is granted, it's common for inventors to file for patent protection in all countries in which that protection might be needed.

**One could easily think that this is enough to legally define the invention. It isn't. The real legal description lies in a few terse numbered statements at the end known as the claims.**

The patent document itself can be baffling to anyone not familiar with the protocol involved. The first few pages are simple prose describing the inventor's idea and arguments as to why it is a novel advancement over the prior art. This part is called the specification. One could easily think that this is enough to legally define the invention. It isn't. The real legal description lies

in a few terse numbered statements at the end known as the claims.



In the USA, the term of a patent is limited, after which the invention is in the public domain. Until 1995, the term was 17 years from the date on which the patent was granted, although the right to obtain a patent was protected from the date of application. This provided an incentive for the applicant to delay the date of grant by filing amendments while the patent is pending. **The result can be what has been referred to as a "submarine" patent.**

The claims carefully define exactly what can be enforced as novel invention. They are arranged in order proceeding from broad, general statements to very specific examples. In a litigation proceeding, it is the claims which are individually challenged or enforced. Often, a single word in a claim may be at issue. In that case the specification is referred to for context. **A separate pretrial hearing, known as a Markman hearing is frequently needed to establish the meaning of certain key words in the claims.** Then the main argument over the validity of the claims can proceed. Each claim stands by itself. If one claim were to be ruled invalid as a result of litigation, the others would still remain in force as part of a valid patent.

Composing the patent document effectively is best done by an experienced patent attorney, and therein lies the major expense of obtaining a patent. A filing fee to the patent office is only a few hundred dollars, but preparing the necessary application documents and doing a thorough prior art search costs thousands. After arguing through the necessary process with the patent examiner as to what claims will be allowed and a patent is finally issued, the bill can easily exceed \$10,000.

The expense doesn't stop there. If the patent is of significant value, it will be challenged. Legally defending the patent in litigation or licensing also costs. It had better be worth it. It can be. In the automotive industry there are some good examples of legal settlements, licensing fees, commercialization and royalties returning tens of millions of dollars.

**I'll provide some notable examples next time.**





## "My First Car Stories"

I am on the look-out for "First Car Stories"  
Call me...802-878-2536 or email... charlieandmarion@comcast.net  
Thanks, Charlie Thompson



### My 2nd Car From Pat Moore

In April 1967, the Air Force assigned me to MacDill AFB in Tampa as a Weather Observer. Base Housing was filled so I was given a room at the Bayshore Royal Hotel. Shuttle service was sporadic so I found myself needing a car.

Base pay back then was \$98 a month so my options were limited. A Major in our squadron was selling a 1961 Rambler Wagon for \$250. He tried to talk me out of buying it but nothing else was in my price range. I soon discovered his reluctance. I'd pull into a filling station and ask the attendant to "Fill the crankcase and check the gas". That thing went through oil at an astonishing rate. The Major felt guilty and gave me \$25 bucks back.

I found an amateur yard mechanic who said he'd do a valve job for \$100. It took him six weeks to do the job and then the clutch started to go.

"Herr Moore, you haf vat ve call a LEMON".



Enough was enough. I limped into a used car lot and swapped it for a '66 VW Squareback with a moon roof which I discovered didn't close fully. The first night I owned it I parked it on a slight slant. I didn't notice the next morning that the headliner was sagging down, filled with rainwater. The first time I braked, about two gallons hit me in the back of the neck! The electrical system went next and the local VW mechanic named Klaus Porsch told me, "Herr Moore, you haf vat ve call a LEMON".

I bit the bullet and bought my first new car, a black jade 1970 **Maverick** (no air conditioning in Florida!) I don't have any photos of the Rambler but do have these of the VW and the Maverick.



Extended Editors Column from page 3.....



I am finishing this September Wheel Tracks a bit late. It is the 12th of August and I have visited the show field a few times this week.

#### THE BIG SHOW BEGINS TOMORROW!!

I have been a VAE member for 13 years now and I have been amazed every August. This year is no exception. The show field starts out as, just an empty 40 acre field. Within six days, that field turns into a community, every square inch of it. And how does this happen?

Because of the guidance of two people, Bob Chase and Duane Leach. And, because of the volunteers who give 100% of their energy to help. It is **AMAZING!!** Of course, I need to add the small detail of the one-year of meetings and preparations that has lead to this point, by a very dedicated group.

I was visiting when it began, last Friday. A crew of 8 or 9 showed up to haul the show trailers, and all that was in storage, to the field. One gent from as far away as Florida and the rest scattered around Vermont. When they finished, the Moxley 60-year collection was sitting on the show field, ready for "the big build".

Two days ago, a gentleman drove onto the field around 4:30 in the afternoon, whom I had never met. I asked if I could help, his name was Ernest. He said he was part of the "tent crew" and I figured the club had hired them. Wrong.... They were 4 or 5 local men who had worked at their day-jobs all day and volunteered to come by the show field to help erect the tents. It was 90 degrees and they could have been home with the AC on.

That is how the entire week progressed. Our two guides and a lot of volunteers have created a community for 2021.

## Letter to the editor

Dear Wheel Tracks,  
July 17, 2021

It would be about this time for the Annual Connecticut River Antique Collectors Klub show in late August. I mentioned it in the May 2020 Wheel Tracks in response to questions about old engine meets. As several of our old club members usually attend, I should give you an update.

Unfortunately, Hurricane Irene hurt the show and Covid 19 cancelled it last year. Now the home and museum property has been inherited by younger family members from out of state. A 4-day auction was held in June and everything is gone, and there is no information available as to relocating the show.

Sorry I could not attend the auction as a surprising and inconvenient heart attack interfered. I am recovering and back to work with a pacemaker. As I mentioned in the May article, I pass the event location every day I work on my bank courier job, so will keep interested old engine buffs informed if there are any developments.

John Mahnker

Dear Wheel Tracks,

I am sending you a newspaper clipping (right) of a gent attending his 110th birthday party. Most of us know Bill James of Bristol, VT. He was born July 4, 1911. He had a long career as a lineman for the power company, and helped with the Bristol Rescue Squad when he retired. His advice, don't smoke and don't drink too much.

Marvin Ball

**Editor's note....** Many know Mr. James from the TV advertisement for an auto dealership in Burlington, he was 102 then. Remember, he wore a black Western hat and his famous quote was "nasty old used car salesman!"

I know him from our 2012 parade across the new Lake Champlain bridge in Addison. Mr. James road with me in my model T. He was still maintaining his two vehicles then, even though his daughter was trying to get him to hire the work done. He mentioned then that he had worked for the power company most of his career. He had learned not to be afraid of heights by climbing the first bridge's superstructure while it was being built in the 1920s. He told me with a lowered voice, he would do his climbing in the evening, after the workers finished for the day.

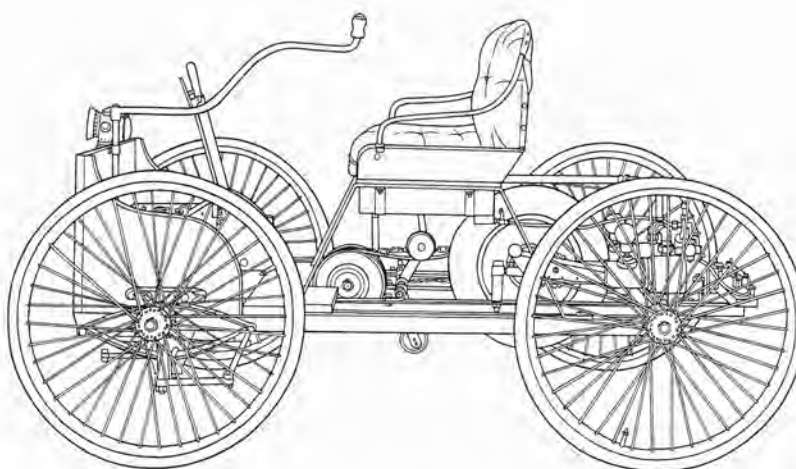


### 1896 Ford Quadricycle

Henry Ford's first car was a diminutive, two-cylinder, three horsepower affair completed in June 1896 in a shed behind his home at 58 Bagley Avenue in Detroit.

After much testing and modifications, the little car became Detroit's first "used car" when it was sold in late 1896 for \$200.

Its success led eventually to the formation of the Ford Motor Company, the world's largest car producer from 1906 to 1926.





Hi Gary

As time moves on. The first time I read " Wheel Tracks " was the lasting impression of a club publication setting the standard for all others to follow...." Well Done " I pass on the hard copy to others and they are duly impressed. My personal thanks for asking me to contribute with the Car Trivia. With your experiences, you might want to consider writing an "Editor's Opinion" article on the future of the auto hobby as modern technology replaces the mechanical world we all grew up with.

Regards

Don Tenerowicz



**Editor's notes.....**Wow, my wife, my family and friends (I believe) all think I have too many opinions Don. And, here you are asking me for an opinion. I need to go lie down and think about this! **Seriously** I do love my modern Ford pickup, with its 2.7 twin turbo engine that out-performs anything I have ever owned (power wise & MPG wise). The Ford dealership says I have 60 computers (processors) in my truck, and that is scary. I understand the Apollo 11 spaceship that went to the moon had around 30!

My main antique vehicle interest and fascination is pre-1928. The 'great depression' had not happened yet and those first 28 years of that century was amazing. Everything mechanical; engines, farm machinery, cars and trucks, were all going through a transition that was amazing. The "common people" pushing this revelation, in my opinion, have never been given full credit for the millions of inventions they produced.

Your August 'Letter to the Editor' was an eye-opener Don. I am still trying to get my head around it. Thank goodness for those generations behind us, they will guide our way. **I think a couple of the young people's categories are called "Tuners" and "Ricers".** John Malinowski told me about "The Urban Dictionary" where they describe a Tuner is all go, and no show. What is UNDER the body of the car is far more important than how the car looks. The Ricer is just the opposite. Another reference is, "the Tuner will actually have no stickers on his car from where he got his parts, while the ricer will have stickers all over his car from parts he doesn't have."

If there is a Tuner or a Ricer person, out there reading this, would you please straighten us ole-folk out. I will be watching for your letter to the editor.

Dear Wheel Tracks,

My friend's Dad had a Ford dealership for many years. My friend recently showed me one of five models that he has and would like to sell. The one I saw was a 67 Ford Galaxy -500. He said The models were sent to dealerships, back then, to introduce the new coming years designs. Are they anything special? He asked if I could find their value. Do you have any idea? They are still in the plain-Jane boxes that the Ford factory used to ship them.

Thanks, Richard Delorme

Thanks Richard, lets ask our members.....the one pictured right is for sale on Ebay for \$130.00



Dear Wheel Tracks,

I was mulling over "The Power of Negative Thinking", as I was cutting, splitting and stacking wood. I suppose I was doing a bit of "virtue signaling" as well as sweating and getting sore muscles. It helps to keep reminding myself that my reason for doing this is to save money on heating oil. Every time I don't fill the oil tank, I save about \$500, Ka-Ching! Unfortunately, honesty requires that I figure in the costs that go with cutting wood. Buying and maintaining a couple of chain saws, the nice new tractor I bought and the fuel to run it, all that probably should be figured- oops, maybe this isn't an economy!

But then, I think of the exercise I get and the fun I have. It's therapeutic. Many people in my demographic group are out playing golf for those very same benefits. The more you do it, the more it costs. I'm chalking up a lot of money to not playing golf. In fact, it's yielding such a great return, I'm considering taking up not doing some other things to save even more. How about not joining a gym? Not owning a sailboat sounds like a good one too. Come to think of it, I already didn't do that a few years ago. Anybody got any other good money making ideas?

Thanks, Wendell Noble

**Editor's note.....** That is a very cruel cut to the 'golfers' of the world Mr. Noble. I consider my \$600 membership, the \$25 GHIN-card fee, the 300 dollars I spend to rent golf carts during the summer and the cost of the hundreds of golf balls that I chuck into the woods, a good investment. Wait.....what did I just write? We need to talk.



## VAE Trivia from Don Tenerowicz

### Pleasures of Reading an Auto Magazine

The current edition of *Road & Track* has 22 feature articles, all of which were very informative and delightful on a number of diverse subjects. It's the type of reading that has a personal connection and hesitation of putting the magazine down.

I can relate as the enjoyment with the magazine prompted me to provide my thoughts, which do not do justice to reading the entire publication. As examples: "**Lost In The Sahara**", the story of Prime Minister Margaret Thatcher's (Iron Lady) son Mark, who had gone missing for 5 days, while competing in the Paris-Dakar rally, **How We Got Here**: The world's first automotive navigation system pointed the way to the future. The Lost City of Fordlandia: Chart a course for Henry Ford's bizarre dystopian city in the Amazon rainforest " and Escape to the Valley of the Gods ". No doubt we can relate to the possibility with the extras of a \$4,000 night stay at Amangiri in Utah on 600 acres in Canyon Point, which according to the author serves for breakfast the best huevos rancheros in North America.

As a one page pictorial the Model T is shown with a unique approach as the benefit's it had as an Off-Roader. The 23inch diameter wheels provided more ground clearance than a Mercedes G Class, almost no body work in front and back, allowing for almost a 90 degree angle while traversing the uneven landscape, and the ability to keep all four wheels on the ground due to " stick axle " suspension, and a frame that twists easily under load, so states the author.



Inserted in different pages of the June/July magazine are brief comments labeled as Bygone Skills that auto enthusiasts ( think VAE ) can relate to:

**\*\*Stopping a Model T with a contracting band around the drum in the transmission and plan far ahead for the stop.**

**\*\*Obtaining the correct air and fuel ratio by selecting the carb jets based upon altitude, air quality, fuel flow/quality, mechanical venturi to obtain the desired 14.7:1 air-fuel ratio.**

**\*\*Lead body work to fill seams, fix dents and shape entire car bodies.**

**\*\*Ability to read a map with the legends and coordinates, sometimes spread over the steering wheel, then folding it.**

Next up.....

## Coming VAE Events for 2021

**The September VAE Event.....** We do have two places in mind but can not pull the trigger just yet. Please watch for announcement from John Lavallee.

**October is the Gypson Tour.....** The planning is underway, you will get details later.

**November is our Annual Meeting.....** The plan currently is to have it in Essex like past years. Details later.

**December is our Holiday Gathering.....** More details later.

**January 15th is our Memorabilia Gathering.....** In Waterbury at the St. Andrews Parish Hall.

Watch for John Lavallee's email messages for VAE news,  
reminders and the latest planned events,  
Our website [VTAUTO.ORG](http://VTAUTO.ORG)



# Wheel Tracks Classifieds



Free to all Enthusiasts

**For Sale..... One Owner 1969 Triumph Spitfire Mk 3.** 45,546 original miles. Purchased new in 1969, always kept under cover on concrete floors. Last registered and running in 2007. No accidents, save a small dent in the front bumper. Original tonneau and hood-stick covers, wire wheels, original seats. Solid floors, trunk, rockers. Never driven in the winter. Top is a replacement.  
Asking \$9,300, or best offer.  
Contact S. Boyd at wbyrne.group.vt@gmail.com

## September Bumper Sticker...

**I believe in a  
better world.**

**Where chickens can  
cross the road  
without having their  
motives questioned**



**For Sale.... 1938 Ford.** You can help finance my new Austin Healey. Standard body with deluxe nose. VERY little rust. No engine/tranny. Many extra parts. Can deliver in Vt for gas. Asking \$6,500. Ken Gypson 518 423 7565. Can text. kengypson@yahoo.com



**For Sale.... 1985 Chevy El Camino.** I have run out of room and something has to go. New engine, new paint, new tires, a Florida car and a great cruiser. Buy it to show or drive to work. \$16,000. Call Gary Fiske @ 802-933-7780

**For Sale..... I have a 1977 Harley-Davidson Sportster** that I would like to list for sale in an upcoming issue of Wheel Tracks . It's just been serviced and inspected and has 31,000 miles . I've owned it for 13 years and have extensive records for all work performed in that time. More information and photos on Craigslist . The price is \$5,000 .Thank you ,  
Warren Fageley yelegaf2@shoreham.net

**For Sale.... 1989 Volvo 240** four door sedan. Runs and drives. Good interior. Needs body work. \$500. Call or text Steve Skinner 802-249-1008 email - snsminimansion@gmail.com

**Wanted.... 1920 or earlier cars and trucks.** Any condition under \$8000. Also Steam tractors or steam engines also 1920 or earlier, any asking price  
Chris Barbieri - 802-223-3104

**For Sale.... 1930 Model A Ford, 2-Door Sedan,** the early 30s eye-brow fenders type.

The car has had a body-off restoration, it is original and runs great. We have been on many adventures these past 35 to 40 years, and can do the same for its next owner. Call Bruce Huff 802-233-5504 or 802-864-3940.

**Wanted.... We need a good carburetor for old "Petunia".** The Wells River REO fire truck featured on page 11 of the June 2021 Wheel Tracks. We believe the engine is a 1923 REO, 4-cyl. Any help appreciated . Contact John Mahnker at 802-757-2373



**Duane Leach has just announced we now have a club jacket.**

The price will be \$60.

They are a blue Poplin Jacket, 65/35 poly/cotton shell. Mesh body lining, polyester sleeve lining, Cadet collar with drawcord and toggles elastic waistband.



If you choose, you can replace your name, on the front, with a smaller VAE logo or even your car name or make.  
A choice of a 2nd name on the left front is available for an additional \$5.00

**Make your \$60 check to VAE**

Send your order to Duane with instructions on size and front name(s) choice.  
His contact info is on page 2.

**Chest sizes  
in inches...**

XS=32-34  
S=35-37  
M=38-40  
L=41-43  
XL=44-46  
2XL=47-49  
3XL=50-53  
4XL=54-57  
5XL=58-60  
6XL=61-63



**1923 Ford Model T  
“Peddler’s Wagon”  
Owned for 21 years by  
Stephen Arkwright**



**September 2021**

**Check the date after your name,  
Your VAE Membership  
might need to be renewed.**



**Meet David Welch, from Vergennes, Vermont.** He has been repairing clocks since the early 1980s. He is also a long-time VAE member with a big interest in one-lunger engines.....and old cars, of course. If you ever visit him, you will agree, his shop can pass as a wonderful Vermont Museum.