

June 2023 VAE Year 70

# Wheel Tracks



This 1914 Cadillac Touring car began its life in Iowa Park, Texas when Ernst Goetze needed transportation.

Today, it is garaged in Ludlow, Vermont. Brian Wood is now the Cadillac's owner/caretaker.

More on page 15

The Official Monthly Publication of the Vermont Automobile Enthusiasts





## Fred's Shop Tools....

**My Table Saw.....** The large stationary power tool commonly used to launch wood projectiles for testing wall integrity.



A reporter was interviewing a 104 year old woman.  
" And what do you think is the best thing about being 104?", he asked.

She replied, " No peer pressure!"

\*\*\*\*\*

A boy went with his father to see a litter of kittens. On returning home, he told his mother that there were two boys and two girls,  
" How did you know that?", his mother asked.  
" Daddy held them up, and looked underneath," he replied.

"I think it is printed on their bottom."

\*\*\*\*\*

My great grandfather warned people that the "TITANIC" was going to sink, right from the start, but people refused to listen. All it got him was being kicked out of the movie theater.

\*\*\*\*\*

An architect was having a difficult time with a prospective home builder.

" Can't you give me some idea of the type of house you want?"

" Well," the client responded slowly, "all I know is that it has to go with an antique doorknob my wife bought in Vermont."

\*\*\*\*\*

A boy came home with two black eyes.  
"Fighting again?" his mother exclaimed.  
"Didn't I tell you that when you were angry, you should count to 100 before you respond?"

"I did," the boy responded,  
" but his mother told him to count to fifty!"

\*\*\*\*\*

Why did the monkey cross the road?  
Because the chicken retired.

## VAE Business

From gcf

Lloyd Davis called me one day. Usually when we call one another, it has to do either with Franklin automobiles or just how life is treating us. This day, he had a little different request. He wanted to know if I knew anyone who could use some milk crates... **pictured right.**

If I remember correctly, there was a creamery going out of business and they decided to sell all their milk crates, but there was a snag. A large number did not belong to them. Instead, they were from other dairies all over the east coast. The Rutland dairy decided to give the wayward crates away.

My first thought was about all the STUFF that we VAEers have that would fit nicely into these crates!

So, here they are, 49 of them are now in my barn. Would this be a fare offer for free crates because I need that space they are in.....?

**Please, give me a call or email and I will give you dibs on four of them. If there are less than ten of you who call, before the middle of June I will increase the number that I give to each person. Is that fair?**

\*\*\*\*\*

### Bill's Celebration of Life

On Saturday, June 3rd, we hope that you can join our family as we celebrate the life of long time VAE member, former Stowe/Waterbury Parade Coordinator, & former VAE President - Bill Sander.

**We will gather in the Community Room at the Green Mountain Technical & Career Center which is located on the Lamoille Union High School campus, 738 Vt Route 15, in Hyde Park, 05655. The time is 11:00 to 1:00.**

Please be thinking of any stories or thoughts about Bill that you would like to share. If you have pictures, either printed or digital, that you would like included, please contact Jan at 802-644-5487 or sander@pshift.com. There is plenty of parking at the Tech Center so, if possible, please drive an antique vehicle. What better way to say farewell to a VAE member than with a gathering of antique vehicles?



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#### FROM OUR PRESIDENT, MIKE FELIX



Hello VAEers,

By now you have seen our Calendar of Events for May, June and July and noticed a full calendar. Hopefully, you have been able to participate in one or two events so far. Please feel free to take pictures and videos of the participants and their vehicles at these events and send the photos and videos to my email address. We will make every effort to begin publishing these photos and videos on our website and YouTube site as long as they are of good quality.

Don't forget to take advantage of the Wheel Tracks classified ads which are free to VAE members. I have been pleasantly surprised with the good results I have obtained selling parts through those ads.

Get out there and enjoy your collector vehicle.

*Mike*



#### Membership

Only \$35  
\$60 for 2 years

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

#### "How to be a member"

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

If you want your  
latest  
Wheel Tracks  
earlier.... go to  
[vtauto.org](http://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.

Well, we've done it again! Under Gary's guiding hand **Wheel Tracks has again been awarded the Golden Quill Award by Old Cars.** This is the eighth or ninth time Wheel Tracks has been recognized with this award. Angelo Van Bogart, editor of Old Cars, says, "The Golden Quill Award continues to be a hallmark of recognition for car club publications of all sizes and focuses."

Awards are given in a number of categories including national, regional and marque specific publications. Chief Judge Dr. Gerald Perschbacher, LL.D. is quoted as saying, "The selection process is a yearlong examination of a club's publications." Just a few of the areas that the judges look for are: how-to articles, historical articles, member profiles and classifieds. Golden Quill Award winners receive a certificate within their respective categories. **Wheel Tracks was a winner in the "Sub Compact" category.**

Your editors are thankful for our regular monthly contributors and are always looking for your input, stories, adventures, and want ads to keep Wheel Tracks interesting, keep all of us up to date and keep the VAE the great club it has become for years to come.

Long live the VAE...Ken







# Wheel Tracks Academy



## THE SKILLS WE NEED

By Wendell Noble

**Have you heard of Skills USA?** What do you know about it? I expect that, for most people, the answers are no and nothing. Let me take some steps towards changing that. I, and other members of the VAE Education & Charitable Outreach Committee, only learned about this program through our Golden Wrench Award interaction with the automotive technical career centers. Skills USA is a national organization which sponsors an annual event in which technical career center students have an opportunity to competitively demonstrate the technical skills they have acquired. Competitions are held for all of the technical areas covered by the career centers. Every area of instruction from dental hygiene and culinary arts to building trades and auto mechanics is potentially included.

The organization was founded in 1965 with a vision "to produce the most highly skilled workforce in the world." In April, statewide competitions are held, awarding gold, silver and bronze medals in each category. The first place, gold medal winners are then invited to represent their state in the national competition which is held in June. Traveling on to the national event is, of course, a financial burden which must be borne by the schools and students. The VAE Education & Charitable Outreach Committee has decided that this is a very worthy cause deserving of our support and has voted to contribute \$500 each toward the expenses of four of the winning competitors in areas related to automotive technology. Those areas are: Automotive Service, Diesel Equipment, Motorcycle Service and Welding.

Gary Fiske and I had the privilege of attending the awards banquet this year. It was held at a convention center in Burlington. We came away very impressed. There were over 200 students seated around tables in the convention center, enthusiastically cheering for their schoolmates as the winners were announced. There were over 50 competitions, by my rough count. We share their enthusiasm. We can contribute to this cause even further by helping to bring more recognition to this valuable endeavor, the volunteers who make it happen and the skilled young people who may now become a part of a productive work force.



### AND THE WINNERS ARE.....

Zachary Caron- Welding  
Camden Yandow- Auto Tech  
Cole Boyle- Motorcycle  
Walter Schondube- Diesel  
Ashton Gould, Anthony Butts, Colin Kelly- Team Welding



## "The Softer Side"

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

.....from Judy

It was a Friday, and someone asked me what I had planned for Saturday. My answer was....going to the dump. Wasn't that what everyone did Saturday morning? Not anymore, I guess. But being "old school," that's what was on my agenda to start the day. One of my earlier memories of living in Underhill was going to the dump. We did have a burning barrel, but you also needed to go to the dump, and this was before plastic bags were popular. The first Green Up Day had paper bags to use. I still have one in the cellar. Folks with enough land usually had their own dumps. There are a few on our property. One even has a few old car parts and a rusty car body.

Going to the dump one morning shortly after we moved to Underhill, I met Ellie Cook, who was to become a good friend. She had a pickup truck with a dump body. Boy, was I envious! Our dump consisted of a bank where you threw your trash over the edge. People would go to the dump and shoot rats, popular sport back then. Every once in a while, there would be a fire and all the fire engines (trucks?) would head to the Dump Road to put the fire out. If you heard the fire whistle, if it wasn't Tuesday at 7:00, chances are they were headed to the dump.



I think our oldest daughter's first word was "garbage," and when Gael's grandmother would come to visit when she was in her 80s and 90s, she always liked to ride along with us to the dump. In the late 80s, the selectboard was looking for someone to operate the bulldozer at the new dump location. By then, the dump had moved further up Dump Road and the garbage had to be buried. Knowing Gael could operate a bulldozer, he was asked if he could help until the town found someone permanent to do the job. He offered, and then every Saturday he would head to the dump with his truck. Like many of you, he collected stuff and brought things home that he could use. He eventually left the pickup truck home and started taking the Diamond T truck.



A few months turned into a few years and the dump began being a gathering place for the locals. Arsen Potvin, or was it Marcel LeGrand, would bring a six-pack of beer and Ed Farmer would bring lunch. Wendell Metcalf was always there too. Gael would hang the American flag from a tree when he got there. And he started a garden where people who were getting rid of lawn ornaments and bits of outdoor things could place them. I think it was even fenced in. This is where a great deal of recycling happened. Recycling.....something people have been doing for generations!

Eventually the town dumps had to close in the early 90s, I think. The rats scattered all over town and people moved on to the newer ways of getting rid of garbage. Many people have their trash picked up at their house for a fee or go to the recycling centers. In Underhill, there is a fellow who has a location on Route 15 in Jericho called At Your Disposal. He is open on Saturday mornings from 8 - 12. He has three dumpsters: one for recycling, one for trash, and one for metal. He has a place for food scraps too. He has lived in Underhill for a long time and knows everyone. Going there is almost a social event, like the old days. I get to visit him and anyone else that happens by, and if there is a bit of gossip to hear or pass along, that's all good too. Gerry Adams is always there with a bag of cookies made by his wife Sue to give to Nate.

So, to answer someone's question What am I doing Saturday morning? You will find me at the dump, and I'll check out what has been tossed into the metal dumpster. You never know what good stuff has been discarded by a neighbor. And WDEV even has a radio program Saturday morning called...."Music to Go to the Dump By."





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



The September 1925 National Geographic magazine carried this full-page advertisement for the Packard Eight Sedan. At a glance it didn't look much different than ads from Hudson, Wills Sainte Claire, Chrysler, and other auto ads in this issue. But it was different, very different from the others. Packard offered choice, and a lot of it, something that was missing in the other brands.

For example, Packard offered "Your Choice of Color and Upholstery" in two generous options: first, to select from numerous combinations artistically created; second, to specify anything obtainable in beautiful colors and fine fabrics with due allowance for the time necessary to produce.

Choice was available on the exterior as well. "Packard feels complimented that the great majority are



pleased" to accept standard paint and trim but realizes there are always those who want the unusual. Other automakers offered options as well, but it appears Packard was a leader in using unique option choices as a sales advantage.

Most manufacturers right up to WWII didn't have dozens of options to lure buyers until the late '40s, '50s, and '60s.

Today, it's hard to believe that radios, rear speakers, automatic transmission, power steering, brakes, AC, etc., were the only available options on most new cars in the '50s.

Remember When?



## "The Pleasures of Reading an Auto Magazine"

## Trivia from Don Tenerowicz

In 1919, a worldwide extremely rare antique car was made in Bennington, Vermont, by Karl H. Martin: the hand-built Martin-Wasp. He referred to the body style as the Rickshaw Phaeton. It was among the "Nickel Era" cars, named appropriately for their eye-catching nickel plating.

The first of 17 produced — 14 four-cylinder and 3 six-cylinder on the longer 144-inch wheelbase — was purchased by Douglas Fairbanks Sr. for \$5,500,



approximately \$81,600 today, and was shipped to his Hollywood estate.

The company lasted until 1925 and suffered from financial challenges.

The last car was built in 1947 from barn-salvaged parts and new parts from the original blueprints.

The car, one of only three remaining, was donated to the Bennington Museum in 1982.



## "MY FIRST CAR" STORIES

I am still hunting for "First Car" stories.  
Can I have yours?  
Call me at 802-878-2536  
or email [charlieandmarion@comcast.net](mailto:charlieandmarion@comcast.net).  
Thanks. Charlie Thompson



## "ALL MINE" By Judy Boardman

This is a little different from the other "my first car" articles because I didn't get my first car until I was 45 years old. Because I grew up in Queens County, NY, I couldn't get a license until I was 18. By that time, I had graduated from high school and had left for college. My family summered in St. Albans, and I had already met Gael. He was driving a 1930-something Packard that he called Pam. Occasionally he would drive his mother's car, which was a bit newer. Gael taught me how to drive with that car, and I got my first driver's license in Vermont.

Fast forward to 1960. Gael and I married, and WE bought a new Volkswagen convertible. The next year we bought our first house and had to sell the VW. We couldn't handle a mortgage payment and car payment at the same time. After that we had a succession of old cars and trucks, newer cars and occasionally a brand-new car. But they were always OUR car or OUR truck. Some were great and some not so great. Then the kids turned into teenagers with driving licenses, and I had to share whatever car I was driving with them. When the last kid went off to college in 1986 and I had a regular paycheck, I decided to buy a car that was MINE, not ours. I was a bit nervous because a few years earlier I couldn't get a credit card without Gael signing on too.

I loved some of those older cars, but they were a bit worse for wear and I had enough of cars leaving me stranded by the roadside. By that time, I was hooked on Volkswagens, so I headed to St. Albans to the Hungerford VW dealership. The Hungerfords were family friends, so it seemed like a sensible place to go.



I bought MY first car there, a 1986 VW Golf, dark blue, and I loved it. It wasn't OUR car; it was MY car. A lot of cars have come and gone since then, but I still think fondly of the 1986 VW Golf. It was the best.



## THROWBACK from the August 1997 WheelTracks:

For Sale: Beautiful 1928 Rolls-Royce Phantom 1, a rare limousine that was bought new by the King of Bulgaria. A nice one-of-a-kind automobile. Asking \$37K.



Wonder what it would sell for today?

WELCOME NEW  
MEMBER:

GERALD FELCH  
CHELSEA, VT

## Our Summer Adventure

Al & Judy Faust

Getting older and realizing that our energy to do summer traveling will begin to wane, we decided to hit two weekend car shows away from home (Winterport Maine) last year.

The first weekend in August in Macungie, PA and the next weekend in Waterbury, VT, the show we normally attend with friends from grammar school/high school. We had been using our Ford F-350 one ton pickup as the tow vehicle to distant events for five years even though, as a 1988 model, it qualifies as an antique. We had the brakes and shocks replaced in preparation for the trip.

Winterport,  
Maine



Southbury,  
Connecticut



Macungie,  
Pennsylvania



Waterbury,  
Vermont



Asheville,  
NC



Then  
Home  
Again

### Winterport to Southbury

Macungie is a short distance from my sister's house in Allentown, NJ, so on August 3rd we headed to her house. This was in the middle of the 90+ heat wave we had last summer, but the air conditioner did work. It is a 10-11 hour trip to Sue's house in a normal car....a little longer in a pickup pulling a 30 foot trailer full of 1935 Cadillac. We were on I-84 west of Hartford, CT, when the truck started acting up. It was losing power and the temperature was higher than I had ever seen it but still in the "normal" range. I pulled to the shoulder and, after it cooled some, I found the coolant was way low for no apparent reason. I had plenty of water and antifreeze with us. With the coolant level restored, off we went but the power was not up to par even though the temp stayed down for awhile. The power progressively got worse. We pulled off in Southbury, CT and as we pulled into a motel, the engine died for the last time. We spent two futile days trying to get the truck to run. We found that, although we had the best AAA coverage, our trailer was not covered. I then called car rentals and found that none would rent a pickup to travel out of state. A friendly waitress at a local restaurant recommended Murray Brothers Garage in Woodbury to help with the truck and AAA hauled the truck there. The hotel was willing to let the trailer stay in their parking lot for a few days until the garage could haul it there. We found the truck had a blown head gasket and piston damage, so the decision was made to part company as it was well worn and the rust worms were taking over.

### Southbury to Allentown

The decision was made to fire up the Cadillac for the trip. We moved everything out of the truck and trailer that we could fit in the Cadillac and headed to Sue's. We did not have road maps of CT, NY, or PA with us, and relied on Garmin and many prior trips experience. The Cadillac is not a 65 to 75 mph vehicle, more like 45, so we stayed off the interstate system. Have you tried to get highway maps lately? You will not find them at your local gas station! We actually had two Garmins with us, but not enough battery life to get us to Allentown. Garmins run on 12 volt negative ground, 1935 Cadillacs are 6 volt positive ground. Luckily I brought my portable battery booster, so we were off with Garmin's assistance, until the battery booster went dead. Panic time. We stopped at the next NAPA store and bought another booster that was 75% charged and it got us to Sue's house just before dark. Judy kept Sue up to date with text messages as we made our way "over the river and through the woods." I was able to attend two out of three days at the **Das Awkscht Fescht** (The August Festival). The next problem was getting home. We rented a Chevy Malibu from Avis and left the Cadillac behind.

### Allentown to Waterbury

This part of the trip was all interstate, and it was a long haul with no excitement. Our antique car group still stays in Stowe due to the lack of hotels/motels with trailer parking in Waterbury, although it was a different motel this year. The new one was happy to see us come, eight rooms for the busiest weekend of the summer. Our group did very well in the judging with 5 winning class ribbons. Doug Bailey's 1952 Chevy looked great and got 2nd in class. It has been in his family since new.

### The Rest of the Story

The Cadillac was still at Sue's house in Allentown and the trailer was in Woodbury CT at Murray Brothers Garage. If you were looking for a car, new or used last summer, you know what a bleak situation it was, and till, is with computer chips and other shortages. A friend mentioned he was going to sell his 2017 Ford Expedition last February. When we got home I called to ask if it was still available and it was! It

came equipped with the towing package and electric break controller. We made the deal and solved my problem much faster than I could have hoped for. This allowed us to add a trip to Asheville NC for an American Chestnut Foundation gathering. We picked up the trailer at Murray Bros., traded the truck salvage value for the price of storage and diagnostic work and thanked them very much. At Sue's, we loaded the Cadillac, parked the trailer, and headed to Asheville. Hurricane Ian was making its way through the country but luckily, it was not going in our direction.

The trip home via the Blue Ridge Parkway was the cherry on top. We are all home in Winter Harbor now, safe and sound, with exciting 2022 old car (and truck) memories.



## From Tom Pierce's Estate



**For Sale.....1923 Buick Sport Roadster.** Tom's long-time favorite driver. \$18,000.



**For Sale....1908 Buick Model 10.** Old Cars price guide for #2 is \$43,000. Will sell for \$32,000.



**For Sale.....1928 Ford Model A Roadster Pickup.** Price book in \$18K range, will sell for \$15,000.

**There is also a practically new TP Bead Blast cabinet and Quincy compressor that needs to be sold.** Cabinet is 58" wide, new price \$2000. Compressor (QTV5E-60) new price \$2100. Will sell each for \$1200 or both together for \$2100.

**Also For Sale..... 20-Foot Wells Cargo trailer, used very little.** New price in \$17K range, can sell for \$9,000.

Call Sandy Pierce at 802-767-3350. Please, no fishing, serious buyer only.

## Other VAE Business

*From Gary F.*

You are probably getting lots of "Cars & Coffee" invitations on our website lately, and hopefully you are not confused. Here is some history.....



Cars & Coffee originally started as a small, weekly and early morning meet at Crystal Cove on the coast of Southern California in the early 2000s. It has turned into a worldwide phenomenon now. While the original event is now officially defunct, countless cities across America and Europe have jumped in to fill its place.

Until **John Malinowski** came to the VAE years ago, most of us knew little about the C&C scene. There had been a smaller C&C Saturday morning event that had been going on in the Burlington area for a time, but it was about to end. John wanted to continue the event and asked the VAE to sanction it so it could be under our insurance umbrella.

John is now in his 8th year and, after moving it to the U-Mall on Dorset Street, as many as 200 cars show up every 3rd Saturday morning of the month, 7 till 9AM.

Two other VAEers want to begin a Cars & Coffee event. **John Lynch** is developing a regular event in Waitsfield the 1st Sunday of the month at Vee's Flowers, 9AM till noon.

**Dave Stone** has started the Middlebury Cars and Coffee at the A&W on route 7 in Middlebury. His is the first Saturday of the month starting on June 3rd, 7 till 9AM. You can call him if you have question at 802-598-2842.

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The Education/Outreach Committee is close to our "Boxing Day" when the Golden Wrench Award tools are boxed and distributed to the VAE presenters. It is wonderful how it all comes together each year. Ed Hilbert works the desk to notify the 16 Vermont schools each year. His task was difficult in the beginning, but now after 14 years it is becoming old habits for both the career centers and for us. There were times when Mac Tools did not have the items we needed, especially during the Covid years, so now we put our orders in six months in advance. We are on first name basis with Mac Tools these days and find them very easy to work with.

If you could see and meet these students in the 16 career centers who we meet each year, you would put all worries about our future away. I know I over use the word, but these young people are amazing.



## THE 66TH ANNUAL VERMONT ANTIQUE AND CLASSIC CAR MEET August 11, 12, 13, 2023

**CAN YOU LEND A HAND? OR TWO??** We are in great need of people to fill the following positions:

**FIELD SETUP AND BREAKDOWN:** Duane and others will be on the field from August 5th on, and they need you!! Lots to do, from pounding stakes to installing fencing and putting up tents. You don't need to be there every day all day. Can you give a few hours of your time at some point that week? Duane will find something for you to do! And it doesn't hurt to give Duane a call @ 802-849-6174 to let him know you're coming, or please just show up. Many hands make light work!

**SOUVENIR TENT COORDINATOR:** You would be in charge of ordering souvenirs (sweatshirts, T-shirts, mugs, etc.) from various vendors, helping stock the tent, and coordinating others in order to have someone continually in the tent selling our wares. You would not have to be present and in the tent the whole car meet.

**VALVE COVER RACING COORDINATOR:** This year, the person who volunteers for this position would work closely with Brian Warren and learn the ins and outs of setting up, breaking down, and running the race held at 11 a.m. on the Sunday of the car meet. The race is always a fun time, so why not join in on that fun!

**JUDGES SOUGHT FOR SUNDAY, AUGUST 15:** We need people to help out with judging at our car show this summer. Previous judging experience is not necessary, but a discerning eye for evaluating condition is important. Our judging standard is "as delivered to the dealer by the factory." This standard encompasses both the condition and the originality of the vehicle. Judging the condition of the vehicle includes looking for runs, nicks, dents or scratches in the paint, pitting on chrome, cracks in rubber items, rust or grease on mechanical components, and tears or stains in the interior. Judging the originality of the vehicle is more difficult, but we provide training on originality in the morning before judging starts. Experienced judges are available to assist with originality questions.

Rewards for Judging:

Free admission to the show on Sunday and a pass for another day by request.

Free complete breakfast on Sunday morning.

Free model car or truck.

Free embossed baseball cap identifying you as a judge.

Please contact Steven Carpenter (judging coordinator) at 802-343-3673 or [stevenc1974@outlook.com](mailto:stevenc1974@outlook.com) or Mark Bennett (chief judge) at 802-343-8700 or [mbennettphd@gmail.com](mailto:mbennettphd@gmail.com) to sign up to judge.

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### MISCELLANEOUS SHOW MEET INFO YOU SHOULD BE AWARE OF:

**CLASS LIST FOR 2023:** A new class has been added to the list for 2023, and that's 29. Special Interest Autos manufactured from 1999-2023. Do you have a car that others might find interesting? If so, please register it and show it off for us all to fawn over.

**SPECIAL DISPLAY: Antique Commercial Vehicles.** You must have a an old septic truck or ice cream truck, etc., hanging around in the back of your garage. Why not bring it out and show it off!

**REMEMBER:** Class judging begins at 9 a.m. on Sunday. Vehicles must be registered (with their registration number in hand) and on the show field in the proper class no later than 9:30 a.m. to be judged.



## VALVE COVER RACING AT THE ANTIQUE & CLASSIC CAR MEET

In recent years, "Valve Cover Racing" has become a popular event at numerous car shows around the country. Similar to Pine Wood Derby racing by Cub Scouts, builders use actual engine valve covers in place of a block of wood to build the racer. It's an opportunity for the senior crowd to participate in an event and to entertain a younger crowd that will hopefully follow in their footsteps of automotive appreciation. At the Vermont Antique & Classic Car Meet, **all ages** are welcome and encouraged to race.

The sport is evolving and, as such, there are continual tweaks in the process to make it functional, competitive, and entertaining. We do not know where the event originated, although numerous automotive enthusiasts talk about enjoying these races years ago, and then everyone got away from the sport.

There appears to be a resurgence in race popularity and, with that, a trend of adapting the races to different indoor and



outdoor venues with distance-versus-speed events and customized-styling competition. The racing events have been faced with the challenge of adapting their event to the different venues while still adhering to a defined set of rules. The rules must be kept fairly uniform so that the "Valve Cover Racers" will be eligible at different event locations.

**There is no limit to creativity. Valve cover racers will vary from the basic to works of art.**

Our track is as old as some of the cars on the show field. It has been handed down throughout the years by numerous car clubs in the New England area. Since acquiring it, the VAE has added to the total length of the track. Running 56 feet long, it's one of the longest in use, and the starting gate is nearly 7 feet high. Together, these dimensions allow for fun, excitement, and plenty of laughs along the way.



At the end of racing, we provide ribbons for 1st, 2nd and 3rd place and a "best in show" awarded to a non-placing racer (by participant judging).

So if you're at the show on Sunday, August 13, and you hear a lot of clapping and screaming coming from the stage area, you've probably just missed the first of several heat races that will begin at 11 a.m. Come on over and cheer on your favorite racer or, better yet, bring your own valve cover race car and join the fun.

For more information, call Brian Warren at 802-644-5635.

### VALVE COVER RACING RULES

- Weighs no more than 10 lbs. (4.53592 kg)
- Wheels no larger than 6 inches (15.24 cm) in height (diameter)
- No part of the vehicle may extend beyond the leading edge of the valve cover
- Minimum 7/8ths inch (2.2225 cm) ground clearance
- Must be freewheeling (nothing except gravity propelling it)
- No longer than 29 inches (73.66 cm) in length
- Has to be authentic valve cover
- Must have 4 wheels and all wheels must make contact with the track
- And most of all, have lots of fun!

## 2023 CALENDAR OF EVENTS

Next up.....

And open to all members!

**JUNE 10 & 11:** Two-club gathering — VAE and the new Vermont Model T Chapter — at Gary & Sharon Fiske's 2503 Duffy Hill Road, Enosburg. 10AM till the end on both days. Plans are for a Model T driving clinic, a potluck lunch, and short tour on Saturday, and a longer 50-mile tour on Sunday. Watch your email for more info.

**JUNE 24:** One-day car show at Cambridge Elementary School, 186 School St., Jeffersonville. 9 AM—2 PM. Coordinator: Jason Warren. Dana Warren is setting up a bake sale table, and she'd like some help & contributions of baked items. Plenty of space for your chairs & tents. Watch your email for any last-minute info.

**JULY 4th:** Judy Boardman has invited us all to her traditional 4th of July celebration and potluck lunch in Underhill. More later.

**JULY 22:** The Wilson Castle gathering in Proctor is officially on for Saturday, July 22. The huge hope is to make this into an annual castle gathering for the Automobilists of the Upper Hudson Valley and the VAE, so this being the first year, details are still in flux. However, we do have a rain date for the following day, the 23rd. The two clubs are working together and planning a "Potluck Parking Lot" lunch, a castle tour (which is awesome), and a short car tour. Any input would be welcomed. We will continue to update you as info becomes available. Coordinator: Gary Fiske.

**AUGUST 11, 12 & 13:** The Vermont Antique & Classic Car Meet, Waterbury. You should have received your registration form in the mail by now. Sign up online @ [vaecarshow@gmail.com](mailto:vaecarshow@gmail.com) or return your registration form to VAE c/o Anne Pierce, 203 Colchester Pond Road, Colchester, VT 05446.

**SEPTEMBER 9:** Gypson Tour in the Champlain Islands with lunch at North Hero House. Coordinator: Mike Felix. More info later.

**OCTOBER:** VAE gathering in Bristol. Coordinator: Ed Hilbert. More later.

**NOVEMBER:** VAE Annual Meeting. Coordinator: Dave Sander. More later.

**DECEMBER:** VAE Annual Holiday Gathering. Coordinator: Charlie Thompson. More later.

### **ONGOING MONTHLY MEETINGS**

**EDUCATION & CHARITABLE OUTREACH COMMITTEE MEETINGS:** Generally the 3rd Saturday of each month in Williston at 10 AM, 338 Commerce Street. Chairman: Ed Hilbert.

**THE VT ANTIQUE & CLASSIC CAR MEET COMMITTEE MEETINGS:** 3rd Wednesday of each month at 7 PM at Revitalizing Waterbury, 46 So. Main Street, Waterbury. Co-chairmen: Duane Leach & Bob Chase.

### **CARS & COFFEE**

**CARS & COFFEE VERMONT:** Beginning in May. Third Saturday of each month at University Mall, Dorset Street, South Burlington. 7 AM—9 AM. Coordinator: John Malinowski  
<http://carscoffeevermont.com>

**CARS & COFFEE MIDDLEBURY:** Beginning in June. First Saturday of each month at A&W, Route 7, Middlebury. 7 AM - 9 AM. Coordinator: Dave Stone 802-598-2842

**WAITSFIELD CARS & COFFEE:** Beginning in May. First Sunday of each month at Vee's Flowers, 4036 Main Street, Waitsfield. 9 AM—12 PM. [This is not a VAE-sponsored event.]

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





Perfect on a hot summer day!

## The Roadside Diner

### Chicken Fruit Salad

1 rotisserie chicken, meat removed and cut up  
20 ounce can pineapple tidbits, well-drained  
1 or 2 apples, peeled, cut into bite-sized pieces  
1 1/2 cups green or purple grapes, cut in half  
Approximately 3/4 cup mayonnaise



Nancy Gypson

Mix all ingredients and add more mayonnaise if desired. Chill at least 2 hours. Serves 3-4.

## KEN'S CORNER: SHOCKS FROM FRANCE?

Shock absorbers have been around for a long time. Before World War I, friction shocks were the norm. Friction shocks worked by having two or more plates rubbing against one another, somewhat like a clutch. They had to be constantly adjusted and wore out quickly.

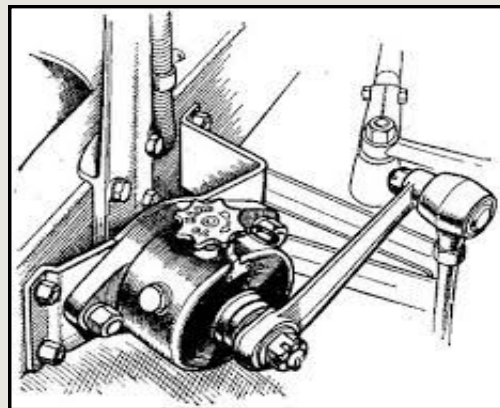
Maurice Houdaille (pronounced "who-dial") from France was the designer of the lever action shock. Early on they were used mostly in heavy, high-performance rally cars. By the mid 1920s, Houdailles could be found on Jordans, Stearns-Knights, Pierce-Arrows, and Lincolns as standard equipment.

Houde Engineering here in America contracted to build Houdaille designed shocks in the late teens. It was in 1927 that Ford ordered 23 million units for its newly introduced Model A. Studebaker, Chrysler, Nash, Graham-Page and Hudson followed suit in the early 1930s.

Unlike Ford and Studebaker, the previous companies, and most of the rest of the industry, switched to using Delco-Lovejoy shocks. Ford switched to Delco style shocks in 1949 and Studebaker held on to lever shocks only until 1942, with 1940 being the last that Studebaker trucks used them.

MG and Ferrari used Houdaille shocks up through the 1960s on some of their models. Lever action shocks were, and still are, "in style" in the hot rod world.

Apple-Hydraulics has rebuilds covering from 1928 to 1948 with prices starting at \$275 each. They also sell full sets of four starting at \$1,100. If you're lucky enough to have a Pierce-Arrow you'll have to ante up \$545 each.



# Wheel Tracks Classifieds

Free to all Enthusiasts



June  
Bumper Sticker...

**WANTED...**1922 or earlier cars that are drivable and in decent overall condition for sale under \$10,000. Chris Barbieri, cgeeb99@gmail.com, 802-249-0272

**Low cut blouses will be looked down upon in this vehicle.**

**WANTED....**Ruckstell rear end for my T. A midship like a Warford would also work. Call Dave Welch at 802-989-8881.

**FOR SALE...**1921 Model T Ford Depot Hack. The motor has new domed pistons, valves, new electrical wiring, coils, coil box, rebuilt rear end, new transmission band and other updates. Four new tires, tubes, and rim flaps. Good wheels. Aperture paint job. I bought the truck some time ago and it was a halfway finished project. Selling it to put money into another project. **I will donate \$300.00 to the VAE education fund upon sale.** Asking price is \$10,000 OBO. Paul Baresel  
620 River Road  
Buxton, ME 04093  
207-727-5855  
pgbaresel@yahoo.com



**FOR SALE...**1918 Oldsmobile 5-passenger touring. Received AACA senior award and others. Older restoration, show and go. Time to reduce the fleet. Asking \$19,500

Call 802-698-8421 or email svbnh@aol.com

**FOR SALE.....** Ford 9N tractor. Runs and will work for fuel. Make an offer. Call Mark in Richmond, 802-434-2859



**FOR SALE...**Delta dust collector, new, never been used. Model 50-760, 1.5HP, new price \$700+.

Asking \$300.

Call Gary Fiske, 802-933-7780



**FOR SALE...**Sales brochures for Mustang, SVT, GT350, GT500, Lightning, Ford GT (2004-06). Most items 1993-2023. Send email or call with your interests, and I'll respond with availability and price. John Emerson, 802-388-7826, jemerson@middlebury.edu.

**FOR SALE...**4 kerosene railroad lanterns, clean, clear glass. \$50 each, firm. 2 railroad cream cans (half size of a milk can), \$75 for both. 3 milk cans, \$25 each. Ellie Ball, 802-425-3529, ellieb@gmart.net

**FOR SALE...** EPSCO Plater- Model RECT 50. Dimensions 14.25x14.25x9.75. This is a 50AMP Rectifier used for electroplating. Continuously variable output control 0-12 Volts D.C. 0-50 AMPS D.C. USED VERY LITTLE, \$550. Contact: Warner Hodgdon at roadwarriorv8@hotmail.com or 607-481-1069.



**FOR SALE...**Dozens of sales brochures from late 60s through early 2000s. All in excellent condition. Call Chris, cgeeb99@gmail.com or 802-223-3104

**FOR SALE...** Assortment of new mufflers and tailpipes, a dozen or so, very cheap. 1939 Packard V12 front suspension (tie rods, "A" frames with drums, springs) and steering column with gearbox. \$50 for the lot. Large quantity of items from 1920s and 1930s priced for your summer flea market. Inquire. 1936 -120 Packard mechanical and body parts including hood, fenders, block, seats, etc. List available. 802-862-6374, roymart@comcast.net

**FOR SALE....**Complete running 1926 Ford Model T Chassis. No sheet metal. \$1800. Call Fred Gonet at 802-226-7844.



Continued from front page.....

Mr. Goetze, an immigrant from Saxony, Germany, was a cattleman in Iowa Park, Texas. He had seen the two neighbor girls with broken arms and decided that any car he bought must have electric starting and electric lights.

He turned down Chevys, Fords and Oldsmobiles until June 5, 1914 when Mr. Claspary from the Munger Motor Company in Wichita Falls showed him this Brewster green Cadillac. After a trial ride, Mr. Goetze bought the car and presented it to his two daughters, Lina and Frieda, on condition that they care for it and drive him wherever he wished to go. He had lost the use of his left arm in an accident with a horse and could not drive himself.

With the car came the Dykes Visual Aids book, a creeper, trouble light, snow chains, tools and such accessories as the spring-loaded bumper and spare tire. It also had white tires. A garage was built for the Cadillac, and it was put inside on jacks after each outing. Miss Lina and Miss Frieda remember that usually Mr. Goetze would ask if they had set the jacks back under the car and admitted that sometimes they fibbed.

Miss Lina told of returning from town and outrunning a rainstorm. **"I stepped on it and we were really flying. My father was in the rear and, as I glanced back, I saw he was holding the rail in both hands. We flew all the way home and just as we rolled into the garage, the biggest rain you ever did see burst out. I knew he didn't like my speeding, but Father never said a word."**

Around 1920, the Cadillac passed her 100,000 mile mark and the Goetzes joined the 100,000 Mile Club. The daughters remember their dad often wearing the club pin.

In 1926, the speedometer gave out and was taken to town for repair. The mechanic shipped it off and died two days later. It was never heard of again.

About 1930, Miss Frieda was driving the family home from a rodeo in Electra, a village sixteen miles away. She remembered shouting **"Look out. That cop is going to hit us!" Blam!** A drunken policeman, on his motorcycle, had careened into the left front side of the car so that he blew out the Cadillac's tire, bent the rim, ruined the fender and bent the bumper. No one was hurt and a new fender and rim were replaced along with fixing the other damage. This was its only wreck.

The Cadillac was retired in 1934 having never been outside Texas and Oklahoma.

**Editor's notes.....A document with the above words was certified by Lina and Frieda.**

**Ernst Ehregott Goetze was born September 15, 1843 and died December 11, 1936.**

**Daughters, Lina Rose (1/26/1883-6/21/1978) and Frieda Martha (5/28/1889-12/7/1986) are buried near their dad in nearby Highland Cemetery.**



**Brian Wood estimates the car had about 150,000 miles on it when he purchased it in 2004.** He is the 3rd owner. He has rebuilt the engine, transmission and rear end along with the many smaller needed tweakings. He was able to confirm many of the story's details while working on the car. He found a bent front axel, most likely the result of the drunken policeman's wreck. There were holes in the floor where the daughter's heels rested while driving those many mile, and the back carpet was worn through from Mr. Goetze's feet. He always sat in the back seat on the passenger side.

Brian has been completely through the car mechanically without changing any of its appearance, including the 109-year old leather interior. He says it was pretty much worn out. It might be hard to see these two examples of worn bolts to the right. Brian says there were many more.



**The car is fantastic to be around and unbelievable when you hear the story. BUT, when you hear the engine start and the car backs out of its garage, it transports you to 1914. The sound and sight will stay with you forever if you are an old car buff.**



The two Goetze daughters in 1970 when the Cadillac's 2nd owner, Randy Harding, purchased it.





**This Triumph Spitfire is owned by Ted Lylis of Bristol, Vermont.**

**Spitfires were built from 1962 through 1980. Ted's 1968 is one of 315,000 that were built in those years.**

**1500 pounds of pure British Fun!**



**June 2023**

**Attention....  
The date printed after your name  
is when your VAE membership ends.**

**A British cousin to the Spitfire, Ron Krantz's 1961 Austin Healey 3000 is also an eye catcher.  
When there is a Healey on the grounds,  
the day is beautiful and complete.**

