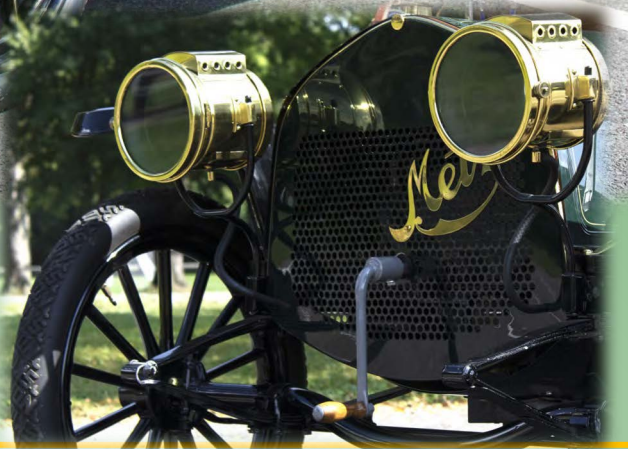


November 2024 VAE Year 71

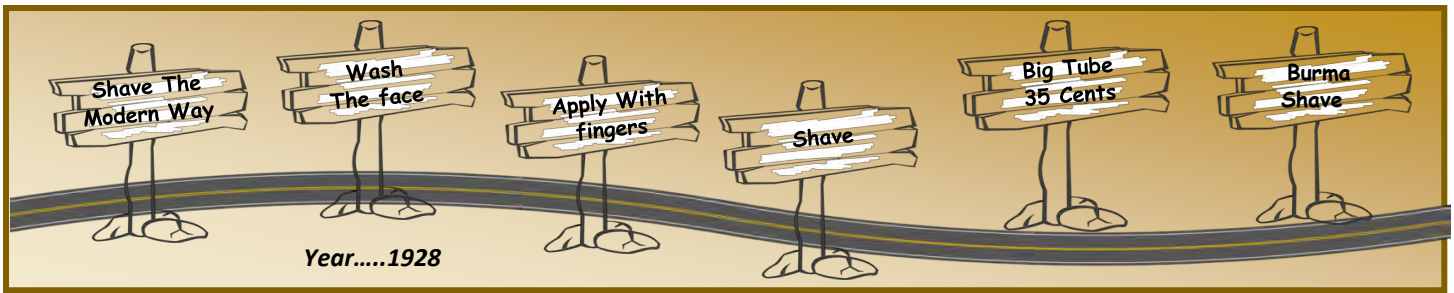
# Wheel Tracks



Read Tammy Thompson's story  
of how she and this beautiful  
1910 Metz Runabout met  
on page 11.



The Official Monthly Publication of the Vermont Automobile Enthusiasts



Airbags move at speeds up to 4,500 MPH and deploy within 40 milliseconds of collisions. They are designed to deploy at impact speeds of 19 MPH and above.

I went to visit a psychic.  
When I knocked on her door, she yelled,  
"Who is it?"  
So I left.



\*\*\*\*\*

An old Irishman was coming home late one night from the pub. As he passed the graveyard, he thought of all his friends there, and then spotted a stone by the road.

"The poor man," he thought, "buried out here by the highway. And he lived a ripe old age of 145. Here's to you, Miles from Dublin."

\*\*\*\*\*

"I gotta stop saying, 'How stupid can you be?' I am beginning to feel like people are taking it as a challenge."

\*\*\*\*\*

President Lincoln was approached by a woman after a political speech...  
"If you were my husband I would poison your tea."  
Lincoln replied..."If you are my wife I'll gladly drink it."

\*\*\*\*\*

I was sitting on the sofa last night watching TV, when my wife yelled from the bedroom,  
"Do you ever get pains in the chest like someone's got a voodoo doll and they're stabbing it?"  
I replied, "No."  
Then she asked, "How about now?"

## This & That

From Gary Fiske

**I have my shopping list ready  
for Hershey and  
I have a few items  
to sell.**



The 8th of October is the big day **Bill Erskine** and I head south to that sacred 235 acre old-car mecca. There are over 9,000 vendors I need to visit and they say there will be over 2,000 vehicles on display that are 25-years old or older. Bill's truck will be full of for-sale items and we have decided to tow my 10-foot trailer to increase our "items-for-sale footprint." We will never compete with **Vin Cassidy** but we are having fun trying.

**Let me see.... I need some cloth covered electrical wire (multicolor).** I will be looking for the cap that goes on the generator that produces acetylene for the headlights on my '10 REO, I lost mine somewhere on a dirt road

in East Fairfield a couple of years ago. Also, an old type pipe bender tool for fuel lines. There are at least three more items on my list, more than enough reason for making the 1000-mile round trip and sleeping in a parking lot for three nights. There are even showers we can walk to about a third of a mile away, when we start getting ripe.

**I have learned a lot from Bill over the years.** Rummaging through every box for hidden prizes the vendors might have missed is required. This takes dedication with 9000 vendors on the field! I have also learned to dress down with maybe even a hole in my jeans and to NEVER display more than two dollars cash money. Don't worry Bill, this column will not be published until we get back and most everyone will forget by the 2025 show. Also, I would never insinuate that you are cheap.....never.



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FROM OUR PRESIDENT,  
DAVID SANDER



Greetings VAE friends,

Summer is gone; autumn is well underway. Both the Waterbury car show and the annual Gypson Tour have passed and soon, we will be in stick season. Cold, gray skies and driving to and from work in the dark will soon be here.

Every year around this time I seem to notice more people driving after dark with no lights on. I am not sure why this is. Perhaps it is a combination of daytime running lights, dashboards that are always illuminated, and people used to automatic headlights. You think drivers would notice, but... daytime running lights only have half the brightness of headlights. Sadly, I think this is another situation only made worse by today's automobiles and drivers who rely on automation. As our driving season winds down, my focus is shifting to winter projects. Hopefully, I can make some progress with projects over the long winter.

Be well...  
*David*



**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.

You didn't go on this year's Anne Gypson tour? Why not? We had absolutely the nicest weather you could ask for. The tour route, laid out by veteran tour planner, Judy Boardman, was nothing short of spectacular! Mt. Mansfield was in picture taking view several times. We passed several tourist traps along the way and we New Yorkers had to stop when we saw maple syrup for a crazy low price of \$40 per gallon.



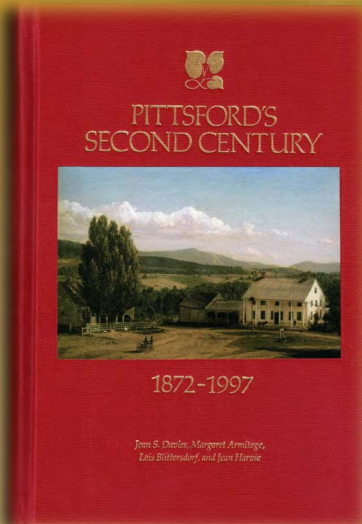
Being with fellow VAE members is ALWAYS the highlight for Nancy and I. But...this year there was a delight that only the included picture can relay. I decline to reveal the location of said happy bathers. These two kids were laughing their behinds off running (and sometimes falling) through an 8"-10" deep mud puddle. Be assured that I had permission from the parents to take their picture for publication...as long as they got their own copy of Wheel Tracks.



Long live the VAE...Ken

# Wendell Noble's Wheel Tracks Academy

Guest Prof....Gary Fiske



Back in July, we had our 2nd Annual Wilson Castle gathering. We ate our lunch on that beautiful veranda while "catching up" with members we had not seen in a while. Our old cars were all parked on the castle lawn. The day was perfect. After lunch we went on a tour, that Ernie Clerihew created for us, through Rutland County. The tour ended at the Pittsford Historical Society and leads me to the reason I asked Wendell for the guest spot in his column this month.

The reason is the wonderful 753-page book that I brought home from the society called "Pittsford's Second Century." Jean Davies (1927-2018), Margaret Armitage (1929-2019), Lois Blittersdorf (1922-2012) and Jean Harvie (1929-2023) published the book twenty-six years ago. I cannot imagine the research and work they must have put into this project. The love they had in creating their town's written history can be found on every page.

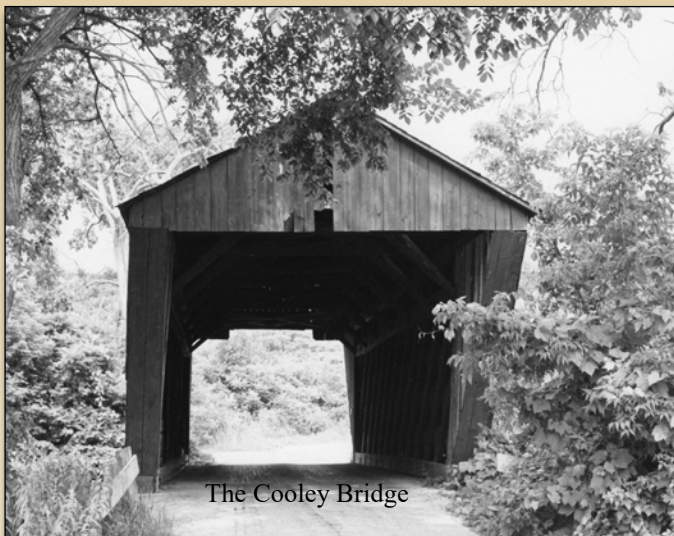
The book has thousands of memorable yarns and events that allow you to be there, that day. I have permission to rewrite a few for you. Here they are:



**Early 1900s autos in town....** As most people did not have cars in the early 1900s, several men ran jitney services. **Alfred Wimett** used his Willis-Knight to take passengers to and from the railroad station, as did **Juna Dutton** in his Buick. **Byron Powers** had a Model-T Ford. **Raymond Fallon, George Hooker** and **Luke Kendell** ran taxis. **Charlie Powers'** Stanley steamer was the best to hire if a young man took out a nurse from the sanatorium, because you could sneak her in and out very quietly. **Ernie Lackard** was the first bus driver. He later started the Vermont Transit bus company. **Leavitt Leonard** used a REO van with canvas over the back for a bus and charged seventy-five cents for a ride to Rutland. When **Jack Grace** returned from the World War he worked for the VT Marble Company and was asked to drive their newly purchased 1919 "AC" Mack Bulldog dump truck home from Albany. He said, "After driving that Bulldog, which would shake the heck out of you, I often thought that.....I'd begin to squeak when I walked."

**Vermont law allowed no more than three people in the front seat at a time. In 1928 Lester Phillips was fined \$10 and costs for driving with four in the front seat.**

Running boards made it easy to pick up hitchhikers who would hop on for a few miles. They were decent people, often a young neighbor, and it was safe to offer them a lift.



The Cooley Bridge

**The Rutland and Burlington Railroad came through Pittsford in 1849.** In the minds of some, it was the railroad "originally from nowhere to nowhere, desperately trying to get somewhere," but it made a huge impact on Pittsford life. **Daniel Griffith** and friends would travel to Rutland on the train. On the way home they sometimes staged a big fight, being careful about when to start fighting. When the conductor finally got fed up with them, he would stop the train and kick them off. The place where they wanted to get kicked off was just over the hill from their homes, a shorter walk home than from the station. **Gert Schmidt** and his friends thumbed rides to Brandon to date Brandon High School girls and attend concerts. They returned on the train. The conductor did not like to stop since it cost \$1.78 to stop the train, and the boy's tickets were twenty-two cents each. "He usually made us jump off after the train had slowed down."

**Earl English** bought an early Buick for \$10 and cut the back off to make a coupe. It started even in -10 degree weather. He said, "I'd light a broom stick with kerosene and put it under the oil (pan) until it started to boil." He bought a truck for \$50. "You had to pull the horn button out to start it."

**Joseph Gagnon's** father drove Joe and his sister down the steep, narrow hill to the Goodnough School in his big Franklin car, turned around, and headed back up. Although it had big, high, narrow tires, that car could get up the hill even in snow. The rear axle was twenty inches or so off the ground.

# Next up.....

## 2024 CALENDAR OF EVENTS

And always open to all members & guests!

**NOVEMBER: ANNUAL VAE MEETING.** Saturday, November 23 at 12pm. Holy Family St. Lawrence Community Center, 28 Lincoln Street, Essex Junction, VT. Once again this year it will be a pot luck luncheon followed by the annual meeting. Please bring your favorite dish to share (and maybe even a copy of the recipe in case anybody asks). Coordinator: Jason Warren.

**DECEMBER: VAE ANNUAL HOLIDAY GATHERING.** Sunday, December 15, 2024, at the Barre Elks Lodge #1535, 10 Jefferson St., Barre, Vt. Lunch at 1:00 pm. Buffet menu will be Oven Roast Pork, Seasoned Oven Roasted Chicken, Mashed Potatoes, Rice Pilaf, Fresh Baby Carrots, Salad, Rolls and Dessert. \$25. Send a check to Charlie Thompson, 272 Colchester Pond Rd., Colchester, VT 05446. Call 802-878-2536 to reserve your spot if you wish to pay at the door. We need to give the Elks a count of attendees. As of this publication date, if you would like to participate in the Yankee Swap, please bring a wrapped gift (suggested value \$20 or less). Discussion/vote will be taken up at the November Annual Meeting on whether to have a Yankee Swap or not.) Coordinators: Charlie & Marion Thompson.

### ONGOING MONTHLY MEETINGS

**EDUCATION & CHARITABLE OUTREACH COMMITTEE MEETINGS:** Generally the 3rd Saturday of each month in Williston, VT, 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, VT. Co-chairmen: Duane Leach & Bob Chase.

### CARS & COFFEE

Please, as a reminder, no burnouts; be respectful of your neighbors; remember, we're in a public parking lot, so clean up after yourselves.

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

**CARS & COFFEE MIDDLEBURY:** Beginning in May. First Saturday of each month at A&W, Route 7, Middlebury, VT. 8 AM-10 AM. Coordinator: Dave Stone. 802-598-2842.

**WAITSFIELD CARS & COFFEE:** Beginning in May. First Sunday of each month in Waitsfield, VT. 9 AM—12 PM. Coordinator: John Lynch.

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

In case you missed it from John Lavalley's email last month, here's your chance to get your car out and show it off. This couple is looking for a wedding ride:



*I saw your emails in the July Wheel Tracks article, and thought you all might be a good place to start! My fiancé and I are getting married on August 16, 2025, in Stowe, and we would love to have a vintage car for our wedding. Ideally it would be chauffeured, and the route would be from Spruce Peak Resort (where we are getting ready) to the Stowe Community Church (ceremony), and then back to Stowe Mountain*

*Spruce Camp (cocktail hour/reception). Do you know anyone in your club who might be interested? Or do you have any recommendations for other vintage car services? We haven't had much luck with this part of our wedding planning, so any help with this would be greatly appreciated! Thanks so much!*

*Looking forward to hearing from you,  
Alyssa Nielsen and David Collins*

If you're interested in helping them out, they can be contacted at [adc81625@gmail.com](mailto:adc81625@gmail.com).

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



My first car! Not the borrowed one and not the family one but the car that was mine, 100% mine. Just saying that brings a flood of memories: cruising with friends, riding to the Sock Hop, and the never-ending drag racing. So what was this gem, you say?

Well, it was kind of frumpy compared to my friend's wheels. When Dad bought a first edition 1960 Plymouth Valiant, I inherited the family 1953 Plymouth Cambridge. It was the base model flathead six with 3 on the tree. The only option being a heater. But it was a car and it was all mine.

There was an auto junkyard a few miles away and I became a very good customer. Some of what I purchased included a set of wheel covers to replace the four hubcaps, some of the chrome outer trim, chrome steering wheel trim, and other trim parts.

I brought the Plymouth to school that fall semester and to my fraternity. Many of the members had cars, and one in particular named Brian claimed to be a Mopar specialist. He was from Long Island and lived near my home. His family operated a large landscaping business with tools galore and even an auto pit.

Here is where I should have left the Plymouth alone. Brian convinced me that he could replace my flathead six with a small block 1956 Plymouth V-8. It sounded good at the time, so the "car surgery" began. The used replacement V-8 block fit but there was one unexpected issue: the oil pan had to be reversed to clear the steering box. Outcome? The oil stick had to be cut short so getting an accurate oil reading was a guess. I got a chuckle by asking the gas station service guy to check my oil. He pulled out a 6-inch oil check "rod."

You may think it was a bit risky driving long distance guessing on engine oil level. Between the full engine rebuild and frequent oil changes, all went smoothly. I got many trouble-free miles out of the car before selling it to a 16-year-old boy with his new driver's license. The boy's dad was with him and I explained the mechanical stuff before closing the sale. Many years later I saw the car parked in back of a UVM building. Sadly, it had become a rust bucket. That hurt!



Remember When ??

Chris did double duty this month — his regular "Remember When" column AND "My First Car!" story. Do you have a "My First Car!" story that others would find interesting? Send it along and we'll get it into Wheel Tracks and then you can say you had your story published!



## DID YOU KNOW?

In 1899, Henry Hale Bliss became the first person in the United States to be killed in a motor vehicle collision. The accident occurred in New York City when he was struck by an electric-powered taxicab after stepping off a trolley car.

The average 2024 car contains over 30,000 parts. It's a guarantee at least one of them will break.

Did you also know that you can see Wheel Tracks in ALL its color every month even before your hard copy arrives in the mail? If you go online to our website, [vtauto.org](http://vtauto.org), motor on over to the Members Only page, log in, click on Wheel Tracks, and soon after the first of the month it'll be there! All those black-and-white images you see in hard copy will be in beautiful color.



# "The Softer Side"

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

..... from Nancy

## GETTING READY FOR WINTER

The other day I was thinking about what had to be done before the first snow started to come down and realized that the jobs had changed over the years. Having grown up on a farm, it seemed we were always "getting ready for winter." I will not go into all the farm chores but what we did at our house to prepare for what was to come.



Of course, one of the first duties was to get the garden thoroughly picked and then picked up and raked to make ready for all the leaves we would rake and spread on the garden "for fertilizer." Then a trip or, should say, several trips to the cellar for the storm windows (that had to be washed and hung). Leaves would be bagged and put around the house foundation after sheets of plastic were nailed on first. Some years we had bales of hay to put around the foundation.

Once we had a good snowfall, we would shovel the snow and cover the bagged leaves or hay for a bit more insulation. I will mention here that all this "insulation" had to be carried off in the Spring! All this was done after my mother would can and freeze jars of vegetables and fruits. I do not remember a "store-bought" vegetable until after I was thirteen and we left the farm.



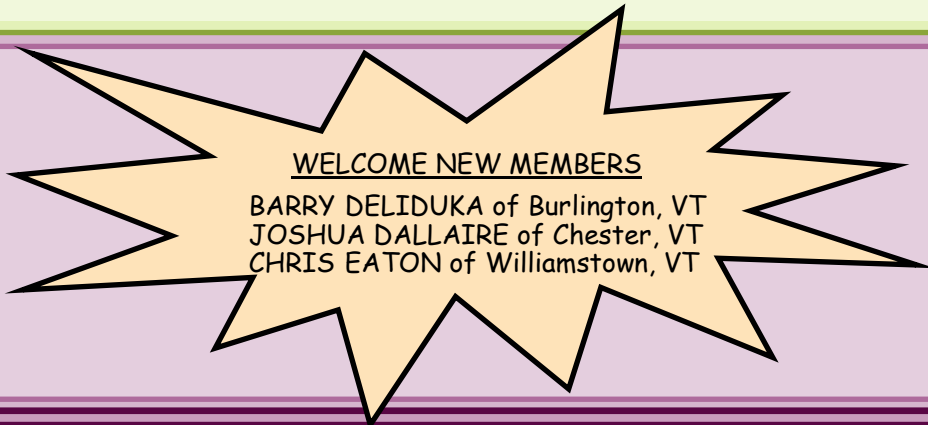
I also recall my siblings and I begging for a loaf of "Wonder bread," as my mother and grandmother baked their own bread, rolls, muffins. No store-bought! Must tell you that all this was done after my mother had worked a full week (and then some) outside the home!

Present day and the last fifty or so years, no leaves or hay around the foundation and no pantry stocked for the winter but maybe a few family favorite pickles. Our preparation for winter circles around old cars, antifreeze, and mouse traps.

The thoughts of winter start to manifest themselves as October approaches and thoughts turn to going to Hershey for the gargantuan flea market and car show. You take an inventory of parts needed to either fix what broke or needed for the project in progress. After Hershey, you can get serious about closing for winter.

At our house, my boys and I call it the "Annual Olney Shuffle." We manage to move everything around (never get rid of anything) but somehow feel we have accomplished something for all the moving. This year we were a bit early with the shuffle, but it got done with the help of three dear "car" friends: **Gary Fiske, Wendell Noble** and **Charlie Thompson**. Gary and I cannot thank you enough for the work you put into moving cars so I can move things out of my house with the "Great Plan" to get organized. Stay tuned and I will let you know how that went!!

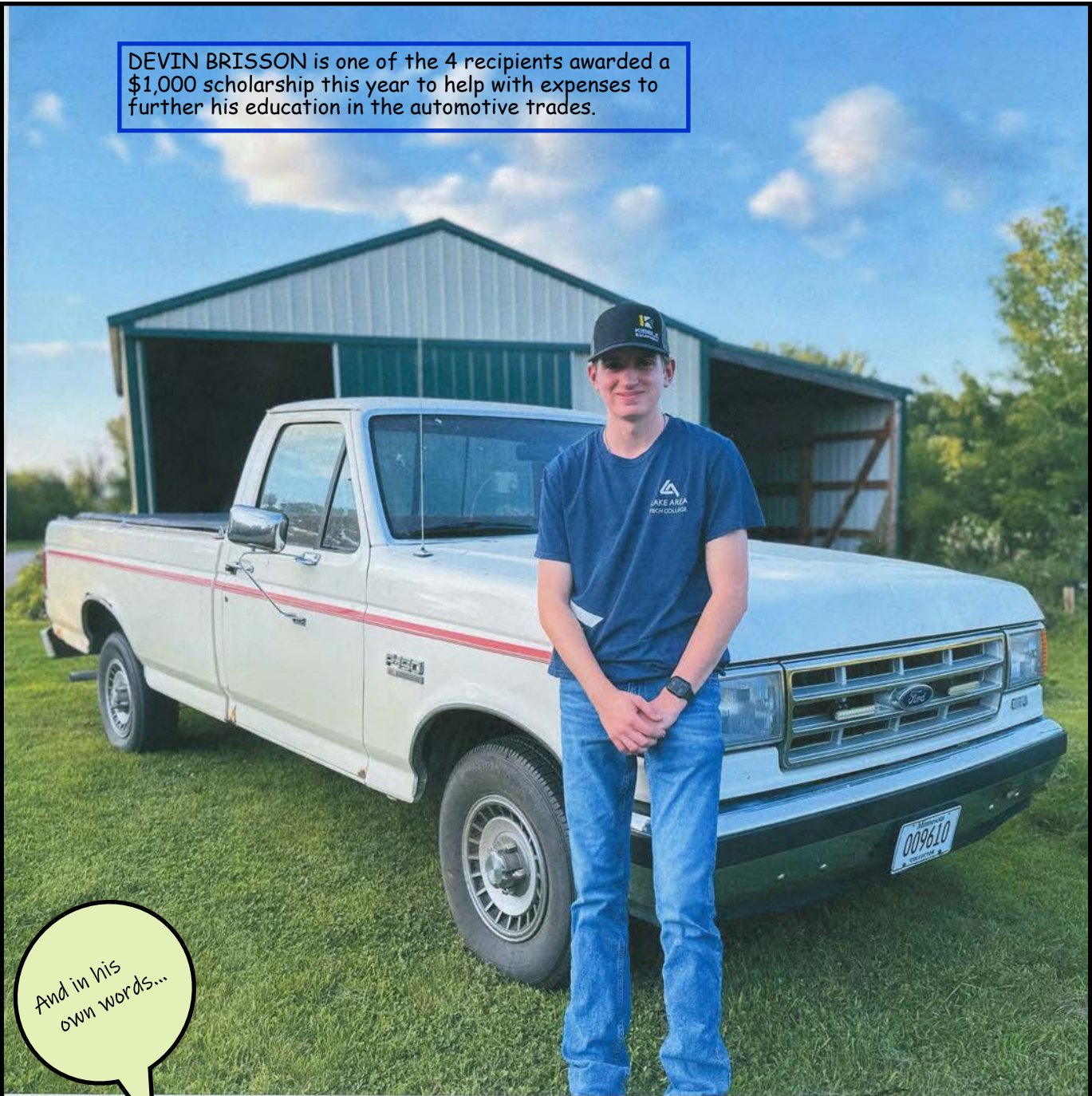
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FROM THE DESK OF

THE EDUCATION & CHARITABLE OUTREACH COMMITTEE

DEVIN BRISSON is one of the 4 recipients awarded a \$1,000 scholarship this year to help with expenses to further his education in the automotive trades.



And in his own words...

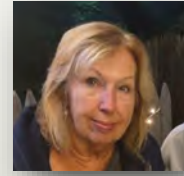
Thank you very much for the generous scholarship. This is me in Minnesota at my Grandpa's farm working at a John Deere dealership for the summer before I head to school in South Dakota. The truck was purchased new in 1988 by my Great grandfather. It has about 74,000 miles. It is a 6-cylinder with overdrive. I've got it running good. It just needs some body work!  
Devin Brisson





# The Roadside Diner

## Sweet Chili and Orange Chicken



Nancy Gypson

- 1 lb. boneless chicken
- 1/4 teaspoon salt
- 1/4 teaspoon pepper
- 2 tablespoons butter
- 3/4 cup sweet chili sauce
- 1/3 cup frozen orange juice concentrate, thawed

Sprinkle chicken with salt and pepper. Sauté for 15 minutes in butter, turning chicken once. Add sweet chili sauce and orange juice concentrate. Simmer for 30 minutes. Great on top of rice. Serves 4.

### KEN'S CORNER: IT'S A SMALL WORLD

It's a small world is an often used phrase. In the antique and vintage car world, it may be even smaller. I'm sure many of you that have attended our August car show over the years have spotted the Czech made Tatra car that belongs to Ivo and Brenda Šlezak. Ivo and Brenda have been attending our Stowe/Waterbury show since 2007. Each year they rotate and bring one of their 3 Tatras from Hubbardston, MA. They, as Nancy and I do, stay at The Old Stagecoach Inn in downtown Waterbury. Several times over the years we have sat next to them in the inn's cozy breakfast room, this year being no different. Pleasantries turned to cars (duh). He told me that Tatras are air-cooled. I told him about our Franklin.

Ivo told me one of his best friends owns a Franklin and that he and Brenda went to the Franklin Trek this year in Schenectady, New York with them. If you remember my editor's column from last month you'll recall that the Trek stopped at our house on the way to and from the Norman Rockwell Museum. Yup, you guessed it. They've been to our farm in Poestenkill, NY. But, with 70+ people stopping by, it's no surprise that we missed seeing Ivo and Brenda in the crowd.

Their Tatras were made between '56-'75 with this year's rotation being a '69 T603. Ivo and his dad are the third owners having imported the car in 1989. As with most Tatra cars it was used by the Czech government and chauffeur-driven. Ivo's was used by the Ministry of Agriculture in Prague.



Next month you'll read more about Tatra's history and interesting mechanical innovations.



# Wheel Tracks Classifieds

Free to all Enthusiasts



Bumper Sticker of the Month...

If you see me talking to myself,  
I'm having a staff meeting.



**FOR SALE...**I would like to sell my 1987 Pontiac Fiero. 78k on it. Many new parts. only known issues are A/C compressor bad and headliner poor. Asking \$7,500.00. Call Jerry for more info at 802-279-5129. Gerald L. Vargo, Braintree, VT

**FOR SALE...**1977 MGB, owned 30 years, rarely driven, always garaged, body work and paint 20 years ago, recent tune up. New parts: Alternator, coil, rack and pinion front end, clutch cylinder, includes new seat kits (black). \$6,250.00 Rick Kerr 802 879-9436



**FOR SALE....**Carter AFB, #1103-0, 4664-S, from a 1969 AMX, 390 CI, Go-Pac, manual transmission, Includes rebuilding kit #2093, \$125 plus shipping from 06029.

1940 Chevrolet: Selling books, dealer brochures, prints, advertising, shop manuals, other printed items, etc. Contact me and I will forward an inventory listing.

Gas Station Road Maps. 1940: NY State, New England, Eastern US, Kansas, Good mint condition, \$25

Jeep Grand Cherokee, Roof Crossrail Kit, brand new, box never opened, purchased in 2010, \$100 plus shipping from 06029

Don @ 860-872-9013, dtenerow@earthlink.net

**FOR SALE....**1936 Packard sedan needing complete restoration but is complete and runs. Was driven to where it is stored now. \$2500.

**FREE**, about 20 NOS mufflers for bigger cars (Packards, Cadillacs, etc.). Must take all.  
Roy Martin, 802- 862- 6374, roymart@comcast.net

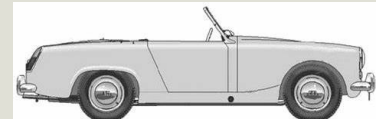
**FOR SALE...**

1961 Austin-Healey Sprite: Complete, but not running. Minimal rust, good body is straight. No title. Have useable registration, \$1000.

Bug-eye hood in good condition, \$600 firm.  
Many extra Sprite parts, selling as a lot, \$100.

Also some "big Healey" parts including 6-cylinder top with bows.

Contact Ken Gypson,  
518-423-7565  
kengypson@yahoo.com



**FOR SALE...**1951 military M37 engine, transmission and transfer case in great working condition, professionally painted. My restoration is in rolling chassis stage, all three installed, very easy to inspect and remove. Call John at 802-933-6428. I have decided I want to go faster than 38 MPH.

**FOR SALE...**20 +/- used tires of various sizes, mostly 16/20 inch, free as lot. Antique one piston compressor, \$10. Three pickup trucks of flea market items, as a lot, at a very reasonable price. 802-862-6374, roymart@comcast.net

**FOR SALE OR WANTED...**Your classified advertisement could go here...and it's FREE! Please contact nancygypson@yahoo.com.



**SCAMS....**If you encounter a scam or suspected scam, you can report it to the Vermont Attorney General's office at the following website. The website also alerts us to the scams that are being encountered in VT.

<http://ago.vermont.gov/cap/stopping-scams/>

**FOR ALL THOSE PEOPLE WHO WORE A MASK WHILE ALONE IN THE CAR, THE NEW OUTDOOR SEATBELT IS NOW AVAILABLE**



Continued from page one....



From Tammy....

During my travels to England this summer, I participated in the Ellis Journey, a tour retracing the first British motorcar trip in 1895. The Honorable Evelyn Ellis traveled the original journey in a four-horsepower Panhard car. He traveled at 10 m.p.h. flagrantly disregarding the 4 m.p.h. speed limit. Today, only automobiles from before 1905 are permitted to participate in the journey. I rode in a 1904 Cadillac owned by my friend Simon. During the journey I became interested in owning a brass era car of my own. I decided I would like a car on the smaller side. While Simon was browsing online auto auctions he saw a 1910 Metz on the Owl Head Transportation Museum's Annual Auction list. The Metz had no reserve, and we thought I could get it at a

reasonable price. I decided to take a chance and registered to bid by phone. To my delight I won the bid.

The next step was to arrange to pick up the Metz in Maine, roughly 485 miles east from where I live. Another friend and I decided to drive my truck and trailer to Maine. The trip took three days with time built in to visit the museum before driving back to New York. As soon as I got back I had to immediately repack and head to an antique car event in Michigan. I was in such a rush that I did not even have time to get the Metz out of the trailer.

**He traveled at 10 m.p.h. flagrantly disregarding the 4 m.p.h. speed limit.**

Since returning home from Michigan, I have had the chance to unload the Metz and start it. It is a fun little car, and I am looking forward to enjoying it. The car is titled as being from 1910, although the documentation that came with it indicates that it's from 1909 and was most likely a home assembled car. It has a two-cylinder engine and a friction drive. I have already planned my first adventure with it to the AACA Eastern Divisional Fall Meet at Hershey in a couple of weeks.

Here is a little bit about the Metz and its origins.....

The Metz Runabout was a small car intended for running errands such as going to the post office, market, or bank. It was more economical than taking a larger touring car. Metz Runabouts started out as ten-horsepower, two-cylinder opposed, ball bearing, air-cooled engine and a friction drive mechanism with an eighty-one-inch wheelbase and in 1912 they changed the engine to a twenty-two horsepower, four-cylinder and expanded to a ninety-inch wheelbase.



**Charles Metz originally started making Orient bicycles in Waltham,**

**Massachusetts in 1893.** His company, Waltham Manufacturing, produced America's first motorcycle. In 1898 the company expanded and started producing automobiles as well. However, Mr. Metz left the company in 1901 after disagreements with investors. He produced motorcycles on his own for a while but in 1908 Metz's got his original company back. By then Waltham Manufacturing was in financial trouble, with large debts and an even larger inventory of parts. Metz decided he could create packages of car parts, that would be sold to buyers who would then assemble the cars at home. Thus, creating a practical solution to the company's troubles. Although Metz was not the first to offer a home assembled vehicle (Dyke and Sears predated Metz with do-it-yourself high-wheelers), Metz offered the first known home assembled automobile on an installment plan, known as the "Metz Plan." The buyer would buy fourteen packages of parts for \$25 each (later raised to \$27) which would be put together with the plans and tools supplied. This was a total price of \$350, (equivalent to \$12,107 in 2024). This was an immediate success and by 1909 Metz had paid off the company's debts. At this point, he reorganized the company into the Metz Company and began offering factory assembled cars for \$475.

After shutting down car production during World War 1, Metz had trouble restarting the business and the company closed in 1922.

November 2024



Sorry, but we know nothing about this beautiful race car. Who is the owner, what are the specs of the car, and how about it's race history?

We promise to publish what you can send us.

Attention..... The date printed after your name is when your VAE Member expires.



From Paul Baresel.....

This is an advertising photo of the Columbia Beer Company. I found the photo on the way to the VAE car show this year at an antique shop. This photo is a great piece of history as it is showing the change in delivering beer from a horse and wagon to an early truck.

The notion of the "C" Cab designed with no doors was requested by former teamsters who were used to horse and wagon delivery trucks. Many teamsters did not like the smell of oil, gasoline, or exhaust and felt the air was bad to breath, so no enclosed cabs.

**Wheel Tracks notes.....**

We have access to a book covering trucks from about 1914 through 1920 and find over 100 brands were being manufactured in the United States during that time. Many have C-Cabs. The book calls them "Commercial Cars", the pictures are defiantly trucks.

From the Acason to the Witt-Will Commercial Car, the Dort, the Dodge, the Fageal and the Ford the Hawkey, the Jones, the Kleiber and the Kissel-Kar the Mack, the Oshkosh, the Reo, the Sanford and the Stewart, the Wichita, the Winther and the White..... to name a few.



IHC