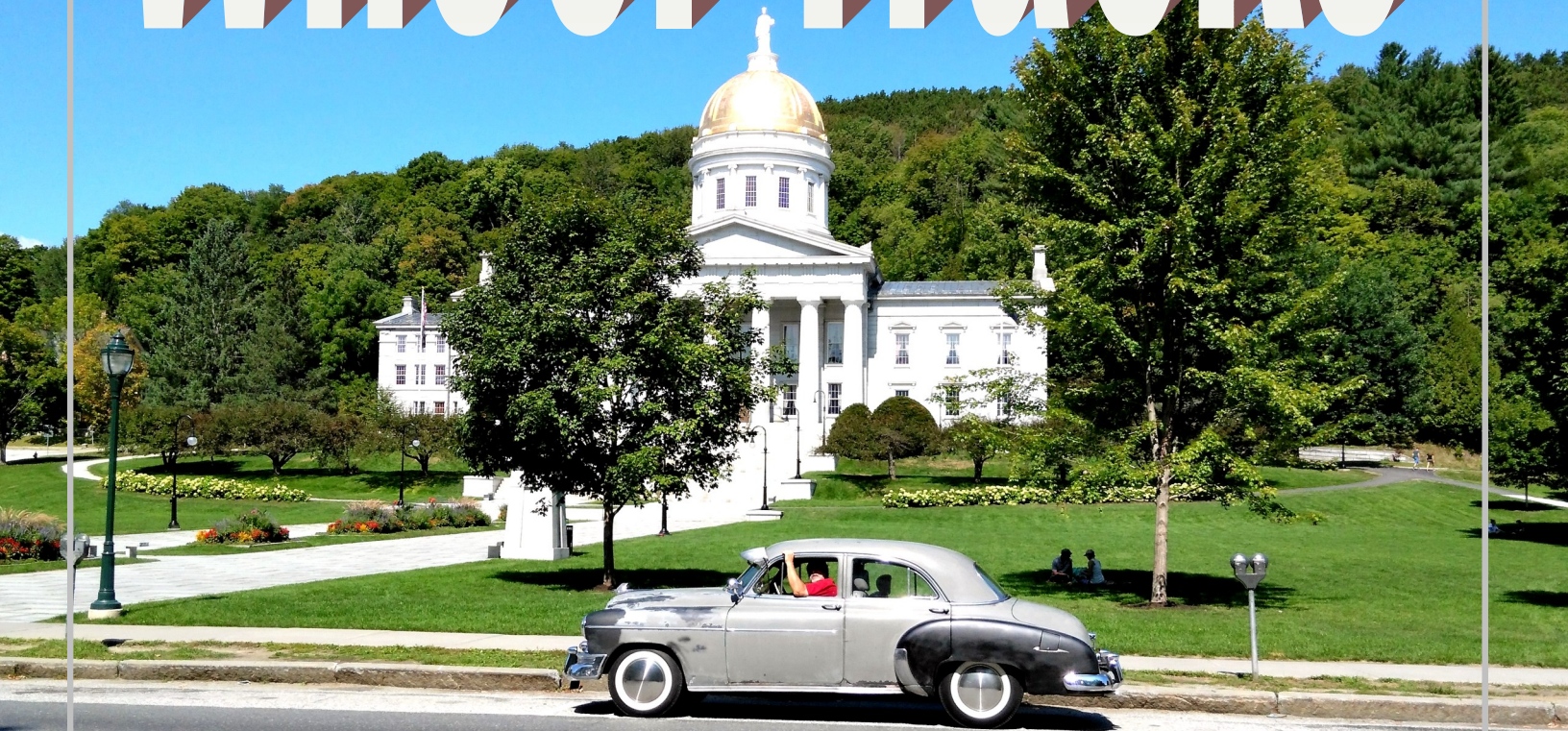


Wheel Tracks



**Ric & Donna Venner's
1950 Chevrolet
Deluxe
Project**

Ric is pictured here in his Chev on State Street in front of the Montpelier state house.

Read more on page 6





Would you like to donate to a non-profit
And
Write it off on your taxes?

*Would you like to donate
to the VAE Education Fund?*



Like anything that has to do with the IRS...it could get complicated. The best advice for anyone is to first go to your tax preparer or CPA so you don't make any mistakes.

1. If you donate cash there is no question the value that you can "write off" when you do your taxes.
2. Gifts of donated property, clothing, and other noncash items have long been an important source of revenue for many charitable organizations and a popular deduction for taxpayers. At some point during the transaction the value of your donation needs to be decided upon and when you head home you should have a written receipt in your hands.

What if you want to donate a vehicle that you believe is worth, say, \$25,000

You had better go see your tax preparer or CPA before you do anything.

1. First off, the IRS wants to know what the non-profit sells that vehicle for. That number is the one the IRS wants to use to figure what you are allowed for a tax deduction. That brings up other question....., what if the non-profit takes a year to sell it..... What if the non-profit decides to use the vehicle themselves? Again, this is where your tax preparer comes in.
2. You tax bracket comes into play here also. It's not like your home mortgage where 100% can be written off. The amount of you tax break depends what your tax bracket is.
3. If you do no itemize your taxes, you may not be able to write off your donation. One more reason your tax preparer or CPA can do the hard work for you while you do the easy work....do you donate or not.

Late news.....

Edward J Cook Jr. (99 years old) passed away on Nov 21 at Mayo Healthcare in Northfield VT. He is survived by his wife Irene Fiske Cook and two daughters, Nancy Cook Eddy and Carole Cook Hass, whose husband Gary is the co-producer of the WORLD newspaper that publishes our Stowe Show field program.

Edward Cook is brother to long-time VAE member, Fred Cook

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FROM YOUR EDITOR... GARY FISKE

Wheel Tracks
Monthly deadline
The 10th

Membership
Only \$30
\$50 for 2 years

My Dodge Brothers Club News came in the mail yesterday. Phil Kennedy took the editor job over a little while back and he has done a great job. Most of you probably get a car club publication, besides this one, but Phil's work is different than most. He leaves a lot of empty space which I find very hard to do. It not only adds 'class' but it's a little like the guy who says very little but when he does speak, the whole room gets quiet. **Something else I cannot do....**

One thing was mentioned in DB News that I want to pass on. Something I have never heard of and maybe a few of us old-car-folks could offer our community. One of the local DB clubs have an arrangement each year to be part of its historical society house tour event. The car club parks an old car in front of the houses on the tour. What a fit and classy way to add to the event and promote our club; the VAE!

One of our members has come up with a fantastic idea that can be added to Wheel Tracks each month. He is the same guy who suggested, a long time ago, that a "Gossip Column" would be fun for our publication; and it has become a very popular column. Many tell me it is the first thing they read when Wheel Tracks comes in the mail. That person is **Wendell Noble** and when you get to page 13, you will see his idea with an invitation to you to join him. **He is calling it "My Story"**. It is a story of a day in his life when he 'happened' to be there; a day in his life that he will never forget.

A story of the day, week or month that you discovered America and became famous probably would be less interesting than a story that just happened...and you were there to witness it. Some of the most interesting stories I have ever heard came from my elders and now that Wendell and Iand many of you are "elders"; I will bet there are many stories to tell. They don't have to be car related and please don't worry about your writing skills, our proof reader will take care of that.

I plan to take my turn at "My Story", I might write about a memory I had for many years of my life while I was sleeping and the day I found it all to be true. Hmmm.

Another subject that I would like to expand on is the auto steam engine, can anyone help? Bill Erskine's 1902 Locomobile steam engine is featured on page five's Wheel Tracks Academy and the more facts that were collected, even more questions have come up. Someone said steam engines are only 3% efficient compared to gas engines that are somewhere in the 40s% efficient and much higher for diesel engines. Someone else told me the Doble automobile was the best steam car ever built. And what about this whole thing about Horse Power calculations, could someone explain to us, in very simple terms, how they use to calculate HP differently in the old days compared to today? Why was the Doble a great car? How do they figure engine efficiency and what about these percentages we hear about?

Dear Editor.. On behalf of the Board of Directors, Staff and Volunteers of the Champlain Valley Transportation Museum, I would like to thank the VAE for it's financial contribution to our Museum on Saturday, December 3rd. I appreciate the visit from your members to CVTM and look forward to additional visits in the future. Your organization's support has enabled us to change the lighting in 3 of the Galleries from 125 watt halogen floodlights to 17 watt LEDs. The new units have double the light output and 1/13th the power of the floodlights and are expected to last about 45 years with our use of 4 hours per day. Our electrical load is much less on our 78 year old building and helps us t have a "greener" footprint.



We do have a conference room which can hold up to 25 people. It is heated and has Wifi connection and we would like to make it available to VAE members.

(Editor's notes.....The conference room and the museum would be a great tour in 2017...Mr. VAE Ist. Vice...)

Dick Soper, Director of Exhibits, CVTM

Picture taken by Don Perdue...Wendell Noble (VAE check in hand),

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

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**Go to vtauto.org
**Click "Join VAE"
**Print form,
fill it out and mail it with your \$\$ to our secretary

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





“THE SOFTER SIDE”

A Column Shared by Mary Noble (Left), Judy Boardman (center) & Nancy Olney (Right)

“The Thing is Napping” from Judy Boardman

It's December 1st. The calendars have been changed, all the leaves raked up, the gardening tools put away, the snow shovels are out, the snow tires are on the cars, the chains are on the tractor that Gael plows the driveway with, the wood is on the porch, the storm windows are on and the winter coats, boots and mittens are out. It seems to take longer to do this than it used to. **I can't imagine why??**

Oh, one more thing. The summer cars (Owen's BMW and the VW Thing) are put away for the winter. Something about having a long winter's nap. We even watched **The Grinch** the other night, our favorite Christmas program, can't miss it.

It has been fun to have the Thing back after having it away visiting for a number of years. It's interesting to hear the stories the kids tell us about.

They all drove the Thing at some time in their teen years. There probably are stories that we will never hear about for one reason or another!! We drove to an event here in Underhill this past summer and I was telling a few people about my maiden trip with it. It was our daughter Susan's birthday and I was taking a few of her friends and Susan to the Morgan Horse Farm near Middlebury (it was the little girl and horse love affair that Susan has never gotten over). One of the people I was sharing the story with, was one of the girls who made the trip on that June day many years ago. She remembered the trip well.

We hadn't had the car more than a few months when on Halloween I was returning a few kids to their homes after trick or



treating and I hit a bear. I stopped to see if it was all right (it was) but our kids were quite upset, not about hitting the bear, but because their Halloween candy had spilled on the floor and got mixed up with their sibling's candy. We drove the Thing during the winter months for a few years and nearly froze. Ever try driving with a blanket wrapped around your legs? Actually, probably some of you have. Our son shared a story about having the whole Rice HS football team in the car one day! I used to take our goats to visit the vet in Jeffersonville in the Thing. They loved to ride in it. We have had pigs in the car too, but that's a long story that I'll share with you some other day.

So, the Thing deserves to be having it's long winter nap where it's dry and out of the weather until Spring....when we can think about warm weather and day trips we'll be taking in our well beloved Thing.





WORDS

How do you say **Automobile** in French... **Voiture**, In Spanish... **Automóvil**, In German... **Automobil**, In Turkish... **Otomobil**, In Hindi... **ऑटोमोबाइल**, In Korean... **자동차**, In Tajik... **Автомобилгарди**, In Vietnamese... **xe hơi**, In Hebrew... **מכונית** In Afrikaans... **Motor**, In Somali... **Gaari**, In Filipino... **Kotse**, In Malagasy... **Fiara**, In Latin... **Automobile**



A little boy got on the bus, sat next to a man reading a book, and noticed he had his collar on backwards. The little boy asked why he wore his collar backwards.

The man, who was a priest, said, 'I am a Father.

The little boy replied, 'My Daddy doesn't wear his collar like that.'

The priest looked up from his book and answered, "I am the Father of many."

The boy said, "My Dad has 4 boys, 4 girls and two grandchildren and he doesn't wear his collar that way!"

The priest, getting impatient, said "I am the Father of hundreds", and went back to reading his book.

The little boy sat quietly thinking for a while, then leaned over and said, "Maybe you should wear a condom, and put your pants on backwards instead of your collar."

I want to die peacefully in my sleep, like my grandfather.. Not screaming and yelling like the passengers in his car.

I asked God for a bike, but I know God doesn't work that way. So I stole a bike and asked for forgiveness.

Going to church doesn't make you a Christian any more than standing in a garage makes you a car.

Light travels faster than sound. This is why some people appear bright until you hear them speak.

The early bird might get the worm, but the second mouse gets the cheese.

Wheel Tracks Academy



Pictured is a steam engine from a 1902 Locomobile.



The engine was mentioned in last month's Wheel Tracks and the owner, Bill Erskine, has given us permission to picture it here.

He recently purchased it at the Fall Hershey Meet with many of it's part

missing. Bill was able to borrow the same engine, although it was cut in half as a single cylinder, from a gent in Maine so he could use it as a pattern to machine the missing parts. Here is the completed project after a number of weeks of work in the shop.

As you can see, it is not a very large engine. It is a twin-cylinder engine and uses a wire-wrapped 500-psi flash boiler burning Naphthalene, a crystalline, aromatic, white, solid hydrocarbon, best known as the primary ingredient of mothballs. The engine produces 8 to 12 HP and every 20 miles needs a water refill.

In 1902 about 5000 Locomobile Steam Cars were produced in Watertown, Massachusetts before the company opened an additional facility in Bridgeport.

The steam Locomobile is said to have been the first ever automobile to be used in war. In the South African "Boer War" it was used as a generator and searchlight tractor and catering vehicle, with the useful ability (in British eyes, at least) of being able to brew a cup of tea by tapping the boiler.

See the 1902 Locomobile dealer ad on page 8



Ric & Donna Venner's 1950 Chevrolet Deluxe Project



Ric is a retired Westfalia engineer where he spent much of his time installing and fixing the German company's milk separators throughout Germany and the U.S. These were fantastic machines that could separate 100s of thousands of pounds of milk per hour. Donna is also retired after a career of working in medical administration. They are a great couple and their lives in Barre, Vermont seems right out of the "supposed-to-be" book. Ric falling on the ice recently, resulting in a head injury was not supposed to be and Donna discovering breast cancer last year was not supposed to be either; but guess what, they are doing fine... together. Donna swears by early regular mammograms and believes that is why she has beaten the disease. Ric has the Vet hospital in White River watching over him and is looking forward to being OK soon.

The '50 Chev came into their lives about years ago, purchased from a gent in Corinth, VT. A switch to 12 volts and some wiring has been done along with some rust damage work as you can see in the fore and after pictures to the right. You might also see a couple of other changes you look sharp. The "three-on-the-tree" missing and there is a stick coming out of floor.



Ric found the floor shift kit from a company called "Mr. Gasket". You might also pick up something else that GM had nothing to do with.... Bucket leather seats, front and rear! Ric found the seats in a 2002 Grand Cherokee Jeep and could not resist. He even has the electric seat controls working.



5
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How many of us know the "real" name of the rope that goes across the back of the front seats of these early cars? Many of us think those ropes were there to help us pull our butts out of the back seats...NO. When talking of the old seats being taken out of the Chevrolet, Donna added that she missed the "blanket rope" that was there. Donna said she learned that term from her Grandfather many years ago.

The car could be driven very nicely when they first purchased it, in fact a number of miles were put on the vehicle that reached above 50 MPH. All the time there was an odd noise that Ric believed was some small detail that needed tending. Like all Chevys from 1929 to 1954 they had "torque tubes" where the rotating drive-shaft between the transmission and the rear-end was all incased in a tube that did not rotate. Ric found the "odd noise" was actually a totally disconnected U-joint that somehow was still doing its job. In fact, after replacing the warn bolts the original U-joint has continued to do its job.

There are still things that need to be completed on the Deluxe Chevy including a new paint job. Ric has told Wheel Tracks he will send a picture when the new paint is on.

The Chevrolet Deluxe was a trim line of Chevrolet automobiles, marketed from 1941 to 1952. Ric and Donna's Deluxe has the 216.5CID "Thrift-Master" engine that produces 92hp. It has a 3-speed transmission, a wheel base of 115 inches and weighs 3150 pounds. The average cost new was \$1700.00 when gasoline was \$0.27 per gallon. GM claims they produced 1,236,778 of the Deluxe models in 1950.



Edi Fiske

The Roadside Diner



Shrimp Casserole

6 1/2 tbsp butter or margarine
 4 1/2 tbsp flour
 3/4 cup milk
 3/4 cup cream
 1 tbsp Worcestershire sauce

1/4 cup dry sherry
 1/4 lb. fresh mushrooms, sliced
 1 can artichoke hearts, drained and halved
 1 lb. large, cooked shrimp
 1/4 cup grated Parmesan cheese

Make a cream sauce with 4 1/2 tbsp. butter, flour, milk, and cream. Add salt and pepper to taste along with Worcestershire sauce and sherry. Stir until smooth.

Use remaining butter to sauté sliced mushrooms until they are golden brown and have given up their juices.

In a greased baking dish, place the artichoke hearts, the shrimp and the sautéed mushrooms.

Pour the white sauce over all and sprinkle with Parmesan cheese. You may want a sprinkle of paprika for color.

Bake at 325 degrees for 20-25 minutes.

Serves 4-6.



Members can purchase any non-auction items at half retail price at any time

*****A VAE January Email Auction*****

Below you will find items identified by lot numbers.

If you would like to make a bid simply email gafiske@gmail.com, state the lot number and place your bid.

There are no reserves and on the 10th of January the bidding will close.

The winning bidders will get an email telling them where in Milton, Vermont they can pick up and pay for their items.

Read last month's winning bids on page 9



Lot 1-1
 4- 12 oz. containers of fuel injection cleaner



Lot 2-1
 2- 16 oz. tubes of Muffler Cement



Lot 3-1
 6 qts car Wash & wax



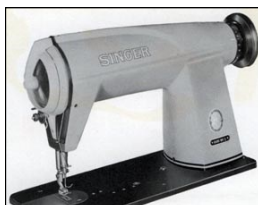
Lot 4-1
 4- 19 oz. cans Glass Cleaner



Lot 5-1
 4 Gallons Anti-freeze



Lot 5-1
 3- 9oz cans Disc Brake Quiet



Lot 7-1
 Not actual machine pictured. Operating, used, commercial Singer 600W1 sewing machine with 4ft X21 inch table



Lot 8-1
 4- 12oz. Cans Fuel injection air intake cleaner



Lot 9-1
 4 gals. 15W40 HD Diesel engine oil



Lot 10-1
 10 qts. Full Synthetic 5W20 Motor Oil



""PLAN B""

Several years ago I began getting a check engine light on my Subaru Outback. The code was being caused because the emissions self check determined there were unburned hydrocarbons, venting directly from the gas tank to the atmosphere, not through the charcoal canister as designed. This is often referred to as "the gas cap code".

The light came on more frequently until several months ago when it remained lit all the time. A couple of weeks ago I pulled in to a gas station. The pump island was not level. The driver's side of the car was several inches lower than the right side. As I topped off the tank I smelled gas, and saw gas dripping down from the tank. Ugh!

I put the car on the lift and found gas seeping from a plastic valve on the top of the tank. Now, Subaru was kind enough to put an access panel in the floor, under the rear seat, to access the fuel pump. They were also kind enough to place an access cover over the fuel sending unit. Servicing these two items is quite easy, and does not require dropping the tank. Unfortunately, there is no way to access this plastic valve without dropping the tank. The two access covers are very far from this plastic valve.

To remove the gas tank on this car, first the drive shaft, rear axle, rear suspension and the exhaust system needs to be removed. Then, the tank can be lowered. When pricing parts, I discovered the gas tank straps are no longer available from Subaru, and not yet available in the aftermarket.

I had a hard time justifying the time and expense to perform this task on a 14 year old car with 247,000 miles on it. If there was only a way to access the valve from inside the car, if only...

Well, it took less than a minute to cut a hole in the floor with my saws-all. After the valve was replaced it took about ten minutes to weld the metal back the way it was. Interestingly, it looks like the valve failed because something dissolved the plastic, I believe it was ethanol. This was also a good time to coat the area with a liberal thick coat of Fluid Film.

With the valve replaced the threat of gas vapors was gravely reduced it was safe to weld. I was more than a little edge welding so close to the gas tank. I placed a piece of sheet metal between the tank and the floor. I had two fire extinguishers and water on hand, just in case.

Yea, this was a hack job, but a very well done hack job.



The Locomobile is the Best Automobile

The view shows a 3 1/2 H. P. Locomobile climbing Roslyn Hill in the Long Island Automobile Club contest, April 26th. The Locomobile won the Class A cup out of a field of twenty-three American and foreign machines.

At some recent trials of the Automobile Club of America, the Locomobile was stopped in 139 feet while traveling at the rate of about 32 miles an hour. This shows the wonderful speed of the Locomobile and the efficient system of brakes.

At a recent automobile run from Paris to Nice (about 700 miles) a 3 1/2 H. P. Locomobile finished 3rd out of about sixty machines, being preceded only by two vehicles of greatly superior horse power.

Locomobile CO. OF AMERICA 7 East 42d Street, N.Y. Send for new catalogue



The ad reads..... The view shows a 3 1/2 HP Locomobile climbing Roslyn Hill in the Long Island Automobile contest, April 26, 1902. The Locomobile won the class A cup out of a field of 23 American and foreign machines

At some recent trials of the Automobile Club of America, the Locomobile was stopped in 139 feet while traveling at the rate of about 32 miles per hour. This shows the wonderful speed of the Locomobile and the efficient system of brakes.

At a recent automobile run from Paris to Nice, France (about 700 miles) a 3 1/2 HP Locomobile finished 3rd out of about sixty machines, being preceded only by two vehicles of greater superior horse power





The VAE auction is still going strong. The first auction emptied our cupboard completely and our second one, for December, left only two items with no bids. No one wanted the electric plugs (have you bought one at the hardware store lately?) or the tire cleaner. Here are the winning bids for December.... **Dave Stone** won lot 10-12 for \$12, lot 6-12 for \$4 and lot 2-12 for \$5. **Don Rayta** won lot 4-12 for \$10. **Gael Boardman** won lot 1-12 for \$6, lot 8-12 for \$8, 9-12 for \$6.50 and lot 3-12 for \$9. So just doing a little math, that is \$60.50 for the VAE. Another piece of math is the value of the won products, just north of \$278.00. One heck of a good deal for the VAE..... AND the winning bidders!

The VAE Classifieds have really been going gang-busters lately. Wheel Tracks doesn't always get word of what sells but we have heard the 12 inch band saw was sold, (a great deal) and word is trickling in that Bryce Howell's '27 Packard might have found a new home in Vermont. We also know that some of Alden Chapman's die-cast collection has been sold. Something unusual this month is that we have TWO commercial sewing machines that are for sale, one in our auction and one in classifieds. Seamstresses start your motors!!

Wheel Tracks has not gotten to the bottom of a very mysterious email that came the other day.... Once again, there is an M37 military vehicle in my barn yard. It belongs to a prominent VAE member, not me. Judging by the rate that parts are disappearing from it, it would seem a restoration is already underway, Wendell Noble.



The "Ann Gypson Tour Award" was won this year by Duane Leach and his son Steven and they were not at the Holiday party to accept it. To the left is Duane's wife Marnita accepting the award from Ken Gypson, right and Ed Hilbert, last year's winner. It will now be Duane and Steven's job to host next years Gypson Tour in October.



Ken also told about there being only two people in the room who was around in the 1950s when the Gypson tour began. Those two people were Ken, he was 5 years old and the other person was Lloyd Davis pictured far right. Lloyd is an encyclopedia when it comes to car history and has been a member of the VAE from the very beginning.

The Yankee swap was a hit again this year. Pictured left is Richard Mclay opening his gift. A cheese gift was the most sought after this year. Last year it was a road sign and a bottle of wine.

Richard Mclay has an English Rover that many of us have read about in Wheel Tracks. Recently Wheel Tracks was contacted by a gent who lives in Bermuda and is looking for an antique car to buy. The Bermudan reminded WT that the car had to be small since the roads are very narrow.....and there are only 38 miles of them. It is also very difficult to bring a vehicle to the island since the government collects a tax of 50% to 75% of new cost and has a very short list of acceptable cars. One loop-hole allows English cars from the old days. The car they used on the TV series "Foyle's War" is a 1938 Wolseley 14/60 and that is one example that would be acceptable. The little car has a 104¾ inch wheelbase and is powered by a 60 bhp, twin carburetor, 1818cc, inline six cylinder engine. The Bermuda gent also is not mechanical. So, your editor and Richard are scheming ideas of finding an acceptable car, getting it totally up to snuff and maybe even making a "Bermuda delivery"! **Does anyone out there want to help on the project?**



Late word has just arrived about who owns the mysterious M37 in Wendell Noble's yard. Dave Stone already has one but unlike others in our club.....he wants two of them and it is his.





Many of us in the VAE have dreamed of having a vintage car museum of our own. We actually tossed around ideas on how that might be done as we contemplated a transition to a 510c3, non-profit corporation. We considered some sort of mobile museum or partnering with an existing museum, to add an automobile display facility to their campus. A harsh reality that must be reckoned with is that it is just about impossible for any museum to sustain itself on gate receipts alone. This reality has kept our dreams at bay.

Well, there's good news on that front. There already is a really great car museum available to us. It has a large variety of vintages, makes and origins of cars, some of which are on loan from VAE members. There are also bikes, boats and an extensive display of scale models. There are two model train layouts. The museum is not in Vermont, but close enough. This is the Champlain Valley Transportation Museum across the lake in Plattsburgh. The VAE has been making financial contributions to the CVTM for several years. This is very consistent with our educational mission, and seems like a very wise investment for us. If you have never been there or simply haven't been there for a while, by all means plan a visit as soon as warm weather returns. You'll be glad you did.



You can find their website at cvtmuseum.wix.com/cvt-museum. It is located on the old Air Force base and while visiting the museum you will find a ride around the old base quite enjoyable also.



Wheel Tracks was notified in September that **Mr. John W. "Hawkeye" Hawkinson** died. Many club members have known John for years and have had numerous "adventures" with John. He is shown here fishing for his lighter to get his pipe going again. This picture was taken a few years ago when a group of VAEers and others visited his fantastic collection of vehicles. Below, you can read one of John's obituaries.

Born: September 13, 1932 Died: July 15, 2016

John W. Hawkinson was an antique collector living in Gabriels, New York specializing in antique vehicles. He graduated from Paul Smiths College in 1954. He was a great-grandson of Amos Whitney of Pratt and Whitney

Widely known as Hawkeye, he worked summers at Lone Pine Camp, driving and maintaining the 1933 REO Speed Wagon that was used to take the campers on mountain climbing trips.

Adirondack Daily Enterprise, December 1, 1961.

John Hawkinson of Saranac Lake pulls into the village after a 300-mile journey at 14 miles an hour, in his huge, old Mack Bulldog: (vintage of 1919). The truck was part of the early century Hartford, Conn, fire equipment. Hawkinson restored the mighty Mack to its former glory. He has offered it to the Saranac Lake Ski Club for hauling its winter carnival float.

Courtesy of Mary Hotaling.

In 1962 he bought Saranac Lake's 1926 American-LaFrance fire engine, which is said to be still in good running order. It was returned to the Saranac Lake Fire Department by his estate in October, 2016. He also bought a 1928 Peter Porsch fire truck from the town of Keene in 1961, and sold it back to the town's fire department in 1985; a news account noted that after being in storage for 24

years, the truck started up in less than 60 seconds.

In 2003, he was operating a garage previously operated by Earl Martin.

At his death he left 43 antique vehicles, including cars, tractors and fire trucks, none newer than 1931. According to the terms of his will, they were sold and the proceeds given to the Adirondack Chapter of the Nature Conservancy and the New York Historical Society.





Pictured is John Mahnker, on the parade stage, preparing to announce the 2013 VAE Car Show parade in Stowe.

Here is John's address to the audience this past summer (2016) before the parade started.....

"Welcome to the Vermont Auto Enthusiasts 59th Annual Antique and Classic Car parade and show. The parade is forming up outside of town and should be on the way here shortly.

And tomorrow morning, down at Nichols Field, all of the parade cars and many more, will be on display in all their glory for judging and for spectator viewing. Also, you can check out several hundred vendors of antique car parts, cars for sale in the car coral and special exhibits. There is food on the grounds so come early, enjoy the day and watch the colorful awards ceremony in the afternoon.

My name is John Mahnker and I'd like to tell you a little about my time here with the Vermont Auto Enthusiasts Club. It was 53 years ago, in 1963, that I first came to Stowe in my 1932 Ford V8 (which I still have) to experience this annual parade which I had heard so much about. Well, I was impressed and I joined the club and began helping out. I had experience as a motorcycle and stock car race announcer and before I knew it, I was the VAE announcer. During my time here the show moved from the Gondola parking lot to the Spruce Peak lot and then to the Topnotch Field. As the show grew we always needed more space and finally ended up on Nichols Field just South of here where we are today. The Vermont Auto Enthusiasts, through money raised here and at other endeavors, have contributed over \$1000,000 so far to assist mechanical students at Vermont Tech in Randolph and high school shop students around the state plus other charities of which I am very proud.

Over the years I have had the pleasure of meeting so many of you as well as having you remember me. That was the best part of my duties....acquaintances and friendships that have lasted. That led to my announcing shows and parades at other locations in New Hampshire and Vermont for other clubs. So now, after 50 years, I have taken leave of those duties and at the close of this weekend I will be passing the VAE mike to some other lucky individual. My thanks go to all the other VAE members for their support.


All I can say now is that I WOULD NOT HAVE MISSED IT FOR THE WORLD. And, thanks to all of you for coming.

Editor's notes..... This is a very personal and moving address and knowing John, I know that every word is real and sincere. Reading this is wonderful but typing out John's words brings a whole other level of understanding along with the good and sad emotions. Thank you John Mahnker.

190 MOTOR JUNE, 1917

CUNO ELECTRIC CIGAR LIGHTER

The Acme of Motoring Luxury



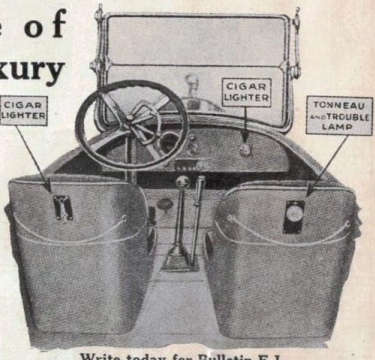
Instal a Cuno Electric Cigar Lighter in your car. Luxury loving motorists everywhere are adopting them as the latest development in motoring convenience. Builders of high grade cars and high class custom bodies are using them for standard equipment in their best productions.

The Cuno is a handsome ornament to the cowl or tonneau. The 6-ft. cord rewinds automatically. The burner tip is made to last indefinitely. Mountings are finished in heavy nickel plate.

No more matches, no more stopping for a light, no more cheap lighters that are always out of commission. Just get a Cuno Cigar Lighter. Uses current from any 6-volt battery.

For dash mounting, \$5.00. For tonneau mounting, \$5.00. Complete except reel, \$2.00.

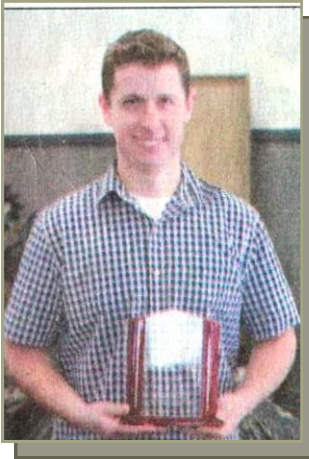
DEALERS: Stock Cuno Lighters now. The demand is steady—the profit liberal. Write us.



Write today for Bulletin F L

THE CUNO ENGINEERING CORP., 840 Vine Street, Meriden, Conn.





Reported by the **Milton Independent** on November 17th, Tyler McNaney recently was awarded the "Rising Star" award from the **Vermont Business Magazine**.

Tyler lived just down the road from VAE member Wendell Noble and visited Wendell numerous times during his high school years to ask Wendell how something worked....and why.

Tyler knew that Wendell was trained as an engineer and figured he would most likely get a good answer.

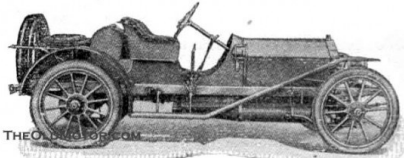
Tyler, later, enrolled at **Vermont Technical College** but did not get far in his studies before he needed to transfer his energies into his new business. The business is called **Filabot** specializing in plastic extrusion and 3D printing. In the early days of 3D printing it was very difficult, and expensive, to purchase the plastic filament used in the printers. Tyler perfected a way to create the filament much more moderately priced and started producing reels of it for sale throughout the U.S. He and the team he assembled then produced a device that customers could purchase to

produce their own filament out of most any recycled plastic that they chose.

Filabot began in an old warehouse along the river in Montpelier five years ago and is now based in Barre. The future only brings new and exciting ideas as Tyler and his team of seven discovers new ways to approach 3D printing. Using denim to print is an idea that has come lately after working with Levi Strauss and eventually they believe they will perfect a way to 3D print directly from recycled plastic with no extruders being used in between. You can go to **Filabot.com** to see many of their products.

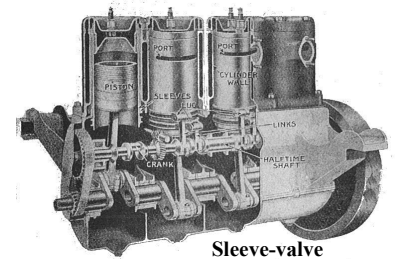
Many of us need college to sort ourselves out and find the focus we need for our future. Tyler often says his only regret was to leave VTC sooner. An unusual and talented young man from Milton, Vermont.

Diamond T Motor Cars.
Made by the Diamond T Motor Car Co., Chicago, Ill.



1. What year did Diamond T Motor Company switch from making cars to making trucks?
2. What year did Chrysler offer its first 8 cylinder engines?
3. What year did Kaiser introduce Henry J Cars?

4. What year did Willys-Knight introduce the sleeve-valve engine?
5. What year did Lincoln introduce ball-joint front suspension?
6. What year did Mercury have the rear window controlled from the dash?
7. What year did cruise control show up in Cadillac?
8. What year in the 70s did four cylinder cars outsell six cylinder cars?
9. What year did GM first produce cars with "Air Cushion Restraint Systems" (air bags) as an option?
10. The first 5-cylindar diesel in any production passenger car appears in a Mercedes 300D.
11. How many Ford Model Ts were produced between 1908 and 1927?
12. Which famous car did Professor Caractacus Potts drive?
13. Who produced the first gasoline driven car in 1885?
14. How did car maker Charles Stewart Rolls die?
15. Where did the very first organized car race occur?



Sleeve-valve

1.	1911
2.	1930
3.	1950
4.	1913
5.	1952
6.	1956
7.	1957
8.	1970
9.	1973
10.	1974
11.	15M
12.	Chitty-
13.	chitty-
14.	bang-
15.	bang-
15.	France
	8/33/1867

The first American automobile race is generally held to be the Thanksgiving Day Chicago Times-Herald race of November 28, 1895.





Dear Wheel Tracks,
I've often remarked that all the old folks we meet at Wake Robin or other places, all have a story that should be captured for posterity. Then it occurred to me that I'm not exactly young and maybe I should record **my story**. Maybe we can encourage others to do likewise. Here's mine.

Wendell Noble

A Day At The Circus

It was July 6, 1944 and I was nearly 5 years old. World War II was a presence in everybody's life. We lived in the small town of Berlin, Connecticut and Ringling Brothers, Barnum and Bailey Circus had come to Hartford which was nearby. My mother decided to take my older brother and me to the circus, since she had been invited to do so by Uncle Marlin and Aunt Helen, who were going with their son who was about my brothers age. Uncle Marlin was the local school superintendent and since school was out of session for the summer, he was free to take the day off to drive us in his '39 Buick with plenty of room for all of us. My father had to work at his job with Travelers Insurance so he could not be with us.

We arrived at the circus grounds and I tagged along in the tight grip of my mother's hand, shuffling through the wood chips that covered the entire grounds. I was fascinated at all the strange sights, sounds and smells. It's odd that after all these years, I still remember that smell. I think it must have been a combination of fresh wood chips, cotton candy and elephant dung; not offensive, just new and curious to a small town kid. We sat on the bleachers inside the huge tent. I sat on Uncle Marlin's lap about half way up the bleachers. My mother and brother were right behind us. Down front and off to the left was the circus band in bright red uniforms, playing patriotic sounding marching tunes. We were near the end of the bleachers where there was, to our right, a tunnel like cage through which the big cats could be brought into the performance ring. There was a lot going on. This was a three-ring circus, "The Greatest Show On Earth." Big cats were performing, the Walendas were doing their trapeze act and Emmet Kelly and other clowns were doing their routine. Being an excited, curious kid, my eyes were darting all over. Way off on the opposite side of the tent and a bit to the right, I spotted a hole forming in the tent. It seemed to be only a foot or two in diameter and ringed with black charred canvas with flames in the middle. I kept repeating, "**Uncle Marlin, the tent's on fire**", but he didn't seem to react. The band continued to play "The Stars and Stripes Forever." (I later learned that this was a distress signal to circus workers) Before too long Uncle Marlin put me up on his shoulders and calmly made his way down the bleachers and out the nearby exit. Meanwhile, my brother made his way up to the top of the bleachers followed by my mother. Being 9 years old it was simple for him to slide down a nearby tent pole, which he did and then urged our mother to follow. She was reluctant but did follow and suffered only a sprained ankle as a result. Once we were outside, Uncle Marlin handed me to a soldier in uniform who put me on his shoulders. In those days, any young man I would see was in some military uniform. By now people were screaming. Uncle Marlin went back inside the tent to pull people out, some alive, some injured and some dead. The main cause of death was suffocation, particularly as people scrambling to get out, piled up against the tunnel like cage used to exit the big cats. Since that was near where we came out, the dead bodies were being laid out there. I don't remember more about that day. My mother said that when they got back to the car, I was there. Somehow that soldier, who was a total stranger, knew where to take me.

My father while at work, quickly got word of the fire. Travelers tower was the tallest building in Hartford. He took the elevator to the tower. From there he could see the enormous fire and knew that his entire family was in it. I can't imagine how he felt. Fortunately, we were all okay, except for Mom's sprained ankle. I was too young to be emotionally traumatized by it. I've never heard my brother even mention it. My mother was, as usual, strong on the outside. A few years after she had a streak of white hair through the middle of her scalp which was evidently caused by the emotional stress. My mother claims that for years I was terrified to go into a tent. I don't recall that, but I have to this day a great fear of crowds.

I understand that the total death toll was placed at about 169, there being uncertainty since some bodies could be found only as parts. The numbered injured could only be estimated at 700 since some injured people wandered off without reporting their injuries. The body of one poor little girl, who would have been about my age has never been identified for sure. She was simply referred to as little Miss 1565 in newspaper articles. That's the number assigned to her by the morgue. Since she died by suffocation, her body would have been recognizable and her picture was widely circulated. Two Hartford detectives devoted their remaining careers and on into retirement in an effort to identify her. They too have passed on without knowing if they had identified her or not.

MEMORABILIA AND POTLUCK GATHERING

JANUARY 7, AT 11 AM.

Potluck lunch and memorabilia show in association with the AACA, Green Mtn. chapter. Enjoy checking out cool automotive artifacts, models, print and do-dads from all makes and years. Bring some hands on parts and pieces and stories to share. Whoever brings the weirdest automotive related memorabilia gets a homemade cookie from Mary Noble.

So warm up your crockpots and show fellow members how well you can cook!!

TIME: 11am setup, noon lunch followed by meeting, then memorabilia, thing-a-magig time.

PLACE: ST. ANDREW CATHOLIC CHURCH PARISH
109 S. MAIN ST, WATERBURY

Happy New Year members, time to renew! Dave Stone



From our new 1st. Vice president and events coordinator for 2017....

Hi, I am **Jeff Maclay**. I have been involved with the VAE since 1986. I went to my first car show in Stowe when I was 5 months old, and have not missed one yet. Many of you know my grandfather, Tom, and his father, Tim. Both helped to setup and work in the VAE show in Stowe for many years, and I hope to continue the tradition.

I have little experience in managerial positions such as my new post as Vice President of the VAE, but I am eager to learn and passionate about the club and all that it offers.

I hope you enjoy the 2017 events that I am in charge.....Thanks you.

How to become a member of the VAE:

Go to the website
Vtauto.org

And then "Click" on to
JOIN VAE
For the application.

Only \$30.00 per year, \$50.00 for 2 years

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802-674-9466



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VAE President's Award Winners....

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E-mail: oldcar1@gmavt.net

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The largest engine machine shop in Vermont

1/17



Wheel Tracks Classified



For Sale..... Eight-day Waltham clock built for a Hudson Super Six car. I wound it several times and it keeps good time. \$200.00.

British, German and not sure

the 3rd plate. All three for \$200.00.

Al Ward, call 802-524-2466



January Bumper Sticker...

Jesus Loves you
But
I am his favorite

Do you need a VAE name tag?

Contact Christina

christina.mccaffrey@vtmednet.org

How about a VAE banner for your car?

Call Wendell Noble to order one.

802-893-2232



For Sale..... Alden Chapman, pictured, passed away recently leaving his huge die-cast collection with instructions for the sale proceeds to go to the SPCA.

His nephew, Robert Codling, has been given the job and if you would be interested in any purchases, Robert's number is 802- 522 4295

For Sale..... 1919 Franklin touring model 9B.

Been in the family since new. Excellent dark green and black paint. Top is like new. Good original leather except new front seat bottoms. Always dry garaged.

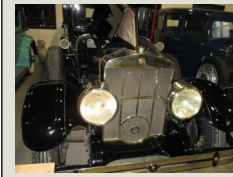
Licensed and driven in the summer including Stowe show parade two years ago. A good running car for your collection. \$25,000 includes a running spare engine.

David Lamphere Westford, VT. 802.878-4020 davelamp4@gmail.com



For Sale..... 16 pre-war cars for sale. Gilbert Bureau, Montréal Qc. Phone 514-745-6278.

Editor's notes....We have limited room here in Wheel Tracks for all 16 cars but watch your emails, John Lavallee will be sending you the complete classified.



FRANKLIN Limousine with partition glass. 7 pass. 1928 in good condition. New WW tires. Engine not seized. Rare BIG car! Carburetor problem. Stored for many years. 40,000\$.



OAKLAND Berline 1930 . V8 engine-turns. Good condition. 20,000\$

- 1930 Cadillac V16 Brougham
- 1930 Cord L-29
- 1929 Auburn Berline 7-pass
- 1928 Hudson-Essex 2-dr
- 1922 Hudson Super six Limo
- 1923 Stanley Steamer
- 1923 Sterns Knight 7-pass
- 1929 Hupmobile Opera-Coupe
- 1930 Reo Flying Cloud
- 1927 Peerless 7-pass
- 1931 Pierce Arrow 7-pass
- 1926 Graham PU Truck
- 1926 Studebaker Big-six
- 1930 Lincoln V8 Limo

For Sale.... Industrial sewing machine Rex walking foot will sew leather and upholstery works good 200.00 Kenneth Cota 8027963773 or ken20@fairpoint.net Alburgh VT



I'll Send You A Full Pint Can



Don't Send Money

Just write us you want it. Then pay your postman 55c, and you'll have one pint of pure luster. The way it chases rain spots, specks and stains and restores that rich, original finish to the nickel work of your car will be a joy to your heart.

Easy to use; no hard rubbing at all. After applying, just polish off with a soft cloth and, man, what a luster! One pint lasts a long time.

Best 55c you ever spent for your car; but if you don't like it, return what's left and we'll refund your 55c. (Give name of your best auto supply store when ordering.)

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PACKARD, STUDEBAKER, STEARNS

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THE LIVINGSTON CO., Div. L, NEW HAVEN, CONN.

(Jobbers and Dealers: Write for Discounts)



A 1925 "Motor Life" advertisement from a Dave Maunsell magazine

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

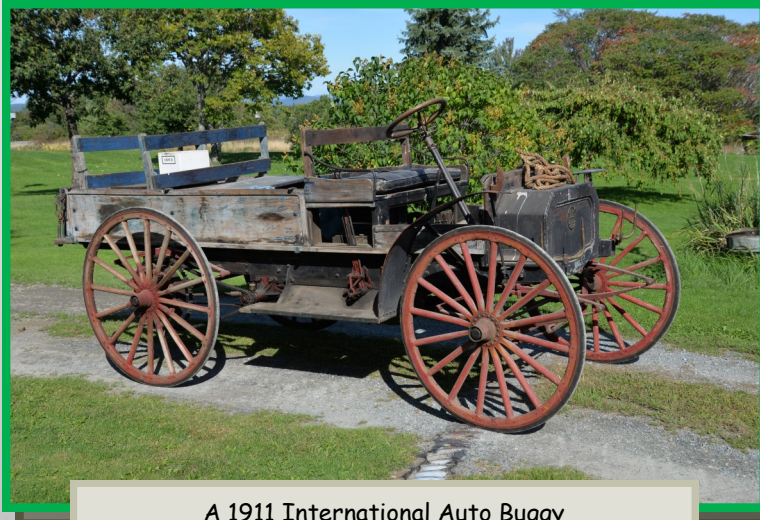
Christina McCaffrey

Membership Secretary

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



A 1911 International Auto Buggy
Owned by
Sharon & Gary Fiske, Enosburg Falls, VT

January 2017



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Permit No. 61

Check your Expire Date
Beside your name

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



A 1947 Divco Panel Truck was pictured at the 2016 VAE Show in Stowe.

Rene Paquin of Sainte-Marqurite lac Masson, QC is the owner.

Divco was a brand name of delivery trucks built and marketed in the United States. Divco is an acronym which stands for **Detroit Industrial Vehicles Company**. Divco became known for its multi-stop delivery trucks, particularly in use as home delivery vehicles by dairy producers.