



# Zooland Region AACA



## BUMPER TO BUMPER

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### Next Meeting

Our next meeting will be on Saturday, May 23, 2009. We will meet at the old K-Mart parking lot in Asheboro, leaving at 1:00 PM to cruise, in our old cars if possible, to Seagrove. Odell & Dolores Routh have made arrangements with the mayor, who will provide a cookout for us.

### APRIL 18, 2009 MINUTES

#### To be submitted for approval at May meeting

The Zooland Region AACA met on April 18, 2009, at the Blue Mist Restaurant, hosted by Ethel Buckner. There were 12 members present. President, Joe Taillon, called the meeting to order.

Hal Leonard, Assistant Secretary, read the minutes from the previous meeting. Minutes were approved as read.

The financial report was given by Pat Pugh, Treasurer. The financial report was approved as read.

President Joe thanked Ethel for hosting the meeting and baking a great cake.

#### Old Business

Joe reported on some upcoming car shows, including Liberty and Sunset Street.

Joe showed members the ad booklet from Walker/

Strider showing the ad that the Zooland had purchased.

The first printing of flyers, for the Zooland car show, was made available. These had pictures of cars belonging to Sam Routh, Ron Johnson, and Allen Holt. More flyers will be printed as needed, at no charge by Pip Printing. Posters with Sam Routh's car were also printed. These were done in color, again at no charge.

#### New Business

Joe passed around a dash plaque that the club could purchase for approximately \$1.50, verses \$3.50 that we have been paying. Joe also reported on some show award prices and he will get some samples for the club to look at.

Larry Pugh will talk to a Wal\*Mart representative about the bikes priced at

\$35. Larry will report back to the club at the next meeting.

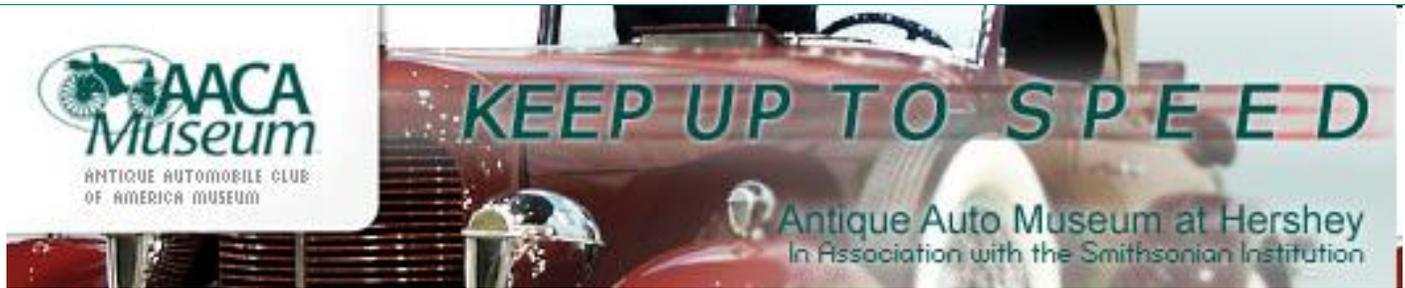
Odell & Dolores Routh will host the next meeting on May 23, 2009. Club members are asked to drive their old cars, if possible. We will meet at the old Kmart in Asheboro and leave in a caravan at 1:00 PM, to go to Seagrove.

John Woodell made a motion to adjourn, Brenda Leonard seconded. Motion carried.

#### Newsletter News

I have been sending the newsletter to some member's email, in a PDF format. Unless I hear from them to the contrary, next month I will stop mailing the hardcopy to anyone receiving the PDF. If you are not receiving the PDF version and want it, send me your email address.

If you liked last month's feature on the Templar/Jack's Templar, and would like a vehicle of yours featured, let me know and we may be able to put it together.



May 2, 2009

## Museum to Receive Landmark Donation 1929 Model A Roadster from Original Owner

Museum Set to Receive Landmark Donation, 1929 Model A Ford Roadster left to Museum by Original Owner. Car to Arrive on Saturday, May 2nd at 2:00 PM.



Do you wish you still had your first car? Southeastern Pennsylvanian, Frank Hartmaier never had this regret because he kept his new 1929 Ford for 80 years! While some drivers think back nostalgically and yearn for their first ride, the reality for most people is much different. For many, their first vehicle was an object of necessity purchased with scraped-together funds and maintained on a shoe-string budget. It was a utilitarian object used to get you to work and sometimes for fun, but it was rarely the car of your dreams. The first car was, and continues to be, a right of passage, a stepping stone to bigger and better things.

On May 16, 1929, 17-year old Schwenksville resident, Frank Hartmaier went to the William Young Ford Agency in nearby Pottstown to take delivery of the 1929 Ford Model A Road-

ster he had ordered a month earlier. With the optional spare tire and rumble seat, the price was \$560.00. Through various enterprises, Hartmaier had managed to save \$305.00 toward the car; the remainder was borrowed through the Pottstown Finance Company. Frank was already employed at the time and the car served as a compromise with his parents: his real desire was to learn to fly airplanes, something he took up later and continued to do almost as long as he drove his Ford. With the onset of the Depression, Hartmaier lost his regular job. He acquired several paper delivery routes to get by and the new Ford served him well as he rolled up hundreds of miles per week. Over the years the car continued to serve him faithfully. It was always driven and never put into long term storage. It was restored on three separate occasions, the only times it was ever out of active service. Frank must have truly loved his car just the way he selected it in 1929 for with each restoration, it was repainted its original hue of rose beige. The car's true mileage is unknown. The odometer quit several years ago after registering over 400,000 miles.

Model A Fords have been collectible vehicles for many decades, yet Hartmaier never treated his car like a pampered classic. He and his "A" were well known in the car community. In his retirement, he would think nothing of driving the car all the way from Pennsylvania to Dearborn, Michigan for a Ford gathering. Sometimes he would travel with friends, but if no one were available, he would go it alone. He continued these trips into his 80s. Model

As are not high-dollar exotic cars, but Hartmaier was known to have turned down many substantial offers to sell the car, reportedly stating that it was simply not for sale at any price. He was once quoted in an automotive magazine as saying, you can only put money in the bank; you can't ride around in that on a nice day and get an ice cream cone."

"I had the pleasure of meeting Mr. Hartmaier in 2003 when the AACA Museum first opened to the public," states Museum Curator, Jeffrey Bliemeister. He toured the Museum with his friend, Fred Servis. "The two gentlemen told me about the car and its history and left me with a copy of a newspaper article done on Frank several years before. He mentioned his intention to leave the car to the Museum upon his death. Several months ago we received a call from Fred letting us know that Frank had passed away in January of 2009. True to his word, the car was to come to the Mu-



seum."

Friends and family members have detailed the Model A and made all the arrangements for its delivery to the Museum. It will join our collection at

## Freewheeling by Evelyn Kanter

2:00 PM on Saturday, May 2nd with a small dedication and ceremony that is open to the press and any museum visitors who are present. A great deal of documentation will come with the car. Particularly noteworthy is the Pennsylvania State title for the Model A in Frank Hartmaier's name. It is the original ownership document and dates to 1929. Mr. Hartmaier managed to convince Penn-Dot to allow him to keep this document when the car was officially re-registered with antique plates. Apparently, at one point, Hartmaier and his friends contacted the Guinness Book of World Records to qualify the car and owner for record of longest continuous ownership of a vehicle. We do not know the status of this claim but we do know the title will go a long way to documenting the record.

The AACA Museum exists to document and celebrate the history of motor transportation. The Museum's collection consists of approximately 150 vehicles of all types, each donated by individuals and corporations: none were purchased. "We are passionate about what we do," states Bliemeister, "and it is fitting that such a passionate car owner chose this institution as the final home for his beloved Model A. I know of people who have driven their vehicles more miles, but I have never heard of anyone keeping their car for a lifetime. This Model A has many stories to tell and we are grateful that it is joining us at the AACA Museum as part of our permanent collection."

The Antique Auto Museum at Hershey, a member of the Smithsonian Institution Affiliations Program, displays beautifully restored automobiles, buses and motorcycles in unique scenes and settings. This Museum is one of the nation's newest and largest automotive museums. Visitors are transported through eight decades in time from New York to San Francisco, making each visit a visual adventure for all ages. Admission to the Museum is \$10 for adults, \$9 for Seniors and \$7 for children 4-12 years of age. The Museum is located just off Route 39, one mile west of Hersheypark Drive in Hershey, Pennsylvania. For further information, please call 717-566-7100 or visit [www.aaamuseum.org](http://www.aaamuseum.org).

### Older drivers: The fastest growing automotive segment

The fastest growing automotive segment is not hybrids, flex-fuel vehicles, crossovers or sedans. It is drivers 65 and older, numbering 29 million today, according to the American Automobile Association. AAA is predicting that figure to grow to 40 million licensed older drivers by 2020.

Because everyone ages differently, it is important to recognize how your body is changing, not just at the gym or on the tennis court, but behind the wheel. By age 40, multi-tasking becomes more challenging, such as concentrating on the navigation system and the traffic in front of you simultaneously. Recovery from glare is reduced, affecting nighttime driving comfort and reaction time.

At age 60, muscle strength and range of motion decrease by as much as 25 percent, says the AAA, affecting the ability to get in and out of the vehicle, as well as how easily and far the older driver can turn around to check conditions in the blind spot.

At age 70, arthritic joints can make it difficult to grasp the steering wheel, and diabetes, stroke or Parkinson's disease can affect perception. Any kind of hip or knee surgery further impacts mobility.

It's not all bad news. The AAA has partnered with the University of Florida's Older Driver Research and Training Center to identify vehicle features that address age-related conditions that will help older drivers operate cars safely and comfortably.

"Personal mobility is essential for healthful aging," said Dennis McCarthy, co-director of the center, such as driving to shop for groceries and visit friends.

Since nearly one out of four motorists over 55 plan to purchase a vehicle in the next two years, the AAA "Smart Features for Mature Drivers" program is a well-timed resource to match design and safety features for physical limitations. Some of the features work for everybody, including drivers who are still several decades away from being called "mature."

McCarthy recommends four-door vehicles, since doors are lighter and easier to open than two-door coupes. Performance sports models tend to have seats with more heavily

ily padded side and thigh bolsters, which are more difficult to get into and out of than vehicles with flatter seats. Heated seats with lumbar support can assist those at any age with back pain, as can well-padded and adjustable head restraints.

For drivers with reduced leg strength or mobility, a sport utility vehicle can be easier to get in and out of than a sedan, since the higher seat reduces bending. For others, the answer is a vehicle with a lower door, such as a minivan.

Keyless entry and keyless ignition are more than convenient -- they help avoid arthritic pain caused by having to twist or turn a key. Similarly, a thick steering wheel requires less hand and wrist strength to grip onto as well as when making turns.

Power mirrors and seats are easier to adjust for drivers with limited strength or arthritis. Power trunk or tailgate closers are as helpful to mature drivers with limited arm strength as they are to younger drivers juggling squirming toddlers. The design of the dashboard gauges and comfort controls are important, too.

"It's not about the lighting, but how streamlined or complicated they are," said McCarthy. Large, clear, easy-to-read numbers on the speedometer and odometer are important, especially to drivers wearing bifocals. Larger audio and climate controls with buttons are easier to manipulate than knobs, especially for drivers with vision affected by glaucoma or cataracts, or whose fine motor skills are diminishing.

An easy-to-use navigation system reduces distraction. Large, wide-angle side mirrors and rear-view mirrors help compensate for limited range of motion or difficulties twisting to check for blind spots while merging or reversing. A rear camera to aid with backing up is a helpful option to consider, as are radar-based systems that assist with parking and maintaining distance from the vehicle in front on the highway.

Vehicles with smart features for mature drivers come in all price ranges, from low, such as the Hyundai Elantra (\$14,145) to luxury models such as the Mercedes E-Class (\$51,675).

"We're not telling you which cars to buy, just which features to look for that serve your own physical needs," McCarthy said. There also are driver improvement courses available from both AAA and AARP tailored to the physical changes most drivers face as

## FORD F-SERIES FIRST GENERATION

In January 1948, a new era began at the Ford Motor Company with the release of an all-new line of trucks that Ford dubbed the "F-Series." The first generation ran from 1948 until 1952.



1948 Ford F-1 Truck

This new series, which Ford promoted as its "Bonus Built Line," covered a wide range of models with different cab and chassis combinations. The line started out with light-duty 1/2-ton-rated F-1 pickup trucks and ran all the way up to the Extra Heavy-Duty, three-ton-rated F-8. These trucks used a completely redesigned cab with all-new front-end sheet-metal. And in a departure from previous practice, the same cab served both conventional and Cab-Over-Engine models. This was Ford's first really new postwar vehicle. The headlights were in the recessed, horizontal-bar pattern grille. The squared-off fenders and hood and a new one piece windshield contributed to a crisp modern look. The spare tire was relocated to underneath the bed. The new all steel (Million Dollar) cab was wider, longer and taller than before. It was also insulated from vibration and noise via a new cab suspension system. Rubber pads and rubber insulated bolts were used at the front corners and lever-action links in torsion type rubber bushings were placed at each rear corner. Prototype trucks seen in many factory photos had a body-color grille/headlamp mounting panel, while early production trucks originally had Tucson tan finish there. Argent silver later replaced Tucson tan and the later trucks also had Argent silver finished grille with red stripes. All 1948 models

had the wheels done in black. The F-1s had hubcaps first seen on late 1947 passenger cars, which were also used on 1948 passenger cars. Late in the run, the finish on the vent window moldings was changed from chrome to black. Among the standard features were, extra large rear cab window, ashtray, glove compartment, cowl ventilator, air-wing ventilators, three-spoke 18 in. diameter steering wheel, Synchro-Silent three

speed manual transmission, and black wheels and running boards. Colors were: Vermilion : Medium-luster black : Meadow green : Birch gray : and Chrome yellow. To clearly identify its expanding line of trucks, Ford put the series identification on the cowl, just ahead of the door. Compared with today's trucks, those of the 1940s had a decidedly different seat/steering-wheel relationship, with the wheel being mounted closer to the driver in a more horizontal position. Dashboards on the new trucks were still rather plain.

Convenience options included 11 in clutch. Spiralounge bucket seat.



1948 Ford F-5 Chassis

Heavy-duty radiator. Magic Air heater-defroster. Recalculating heater-defroster. Automatic push-button tuning radio. 13 oz. nylon duck or a

strong water-proofed fiber seat covers. Twin hi-way horns. Sealed beam spotlight. Sealed beam road lamps. Fire extinguisher. Reflector flare set. Grille guards. Automatic windshield washer (vacuum-operated by touch of a button). Seeclear windshield washer (operated by foot plunger) Extension arm mirror. Front tow hooks. Illuminated cigar lighter. Leather door armrest. Gas tank locking cap. Radiator overflow tank. Passenger side sunvisor. Right-hand windshield wiper.

Stake Bed trucks were available in both conventional (top) and COE designs. The conventionals are 1 1/2-ton F-5s, the COEs two-ton F-6s. Both could be powered by a 95-horsepower 226-cubic-inch six or a 100-hp 239-cid V-8. New for 1949 were stand-up Ford Parcel Delivery trucks.

F-series trucks were built at sixteen different Ford plants. Serial numbers indicate the truck model, engine, year, assembly plant, and unit number. The most common model was the F-1 with a 6 1/2-foot bed followed by the F-2 and F-3 Express models with an 8-foot (2.4 m) bed.

The models are:

**F-1:** 1/2 ton (4,700 GVWR max)

**F-2:** 3/4 ton (5,700 GVWR max)

**F-3:** Heavy Duty 3/4 ton (6,800 GVWR max)

**F-3:** Parcel Delivery (7,000 GVWR max) & optional rear spring pkg (7,800 GVWR max)

**F-4:** 1 ton (7,500 GVWR max) & optional 1 1/4 ton pkg (10,000 GVWR max)

**F-5:** 1 1/2 ton: Conventional, school bus, and cab over engine (C.O.E.) (10,000-14,500 GVWR)

**F-6:** 2 ton: Conventional, school bus, and C.O.E. (14,000-16,000 GVWR)

**F-7:** Conventional (17,000-19,000 GVWR)

**F-8:** Conventional (20,000-22,000 GVWR)

## 1948 FORD F-6 CAB-OVER-ENGINE



John Woodell

The first generation Ford Cab-Over-Engine trucks have become a rare site. They were only made in the heavy duty F-5 and F-6 versions.

Very little information seems to be available about the First Generation Ford COE trucks. John Woodell, who had the opportunity to purchase one, believes that they were used around such places as railroad yards, shipyards, truck transfer yards, and other such places



also equipped with the 239 cubic inch flathead V8. Servicing the engine must be a bit of a challenge. Unlike some newer cab-over models, the cab on this truck does not tilt up. There is limited access from under the hood and a removable panel at the back of the cab, which provides additional access. The rest of the work must be done from under the truck. The picture of the interior shows that the truck may be equipped with an optional heater-defroster. One look at the 17 leaf rear springs indicates that the truck was built to haul a large load. Another interesting feature is the markings on the



1948 Ford COE Speedometer



1948 Ford F-6 COE owned by John Woodell

where heavy hauling was required.

John Woodell purchased his 1948 F-6 COE from the Worth Heath estate. He was given the first opportunity to purchase the truck and decided to do so. Worth had purchased the restored truck at Burlington, NC. Beyond that, John does not know the history of his particular truck.

As can be seen in the picture, John's truck is painted Meadow green. The truck is

speedometer that indicate the speed ranges for each gear. Since the top speed for third gear is only about 26 miles per hour, one would hope that the truck is equipped the optional heavy-duty four-speed transmission. There is a plated mounted on the dash which gives directions for operating the two-speed axle. John's truck is also equipped with the op-



1948 Ford COE Axle instructions



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Sunset Festival

## DATES TO REMEMBER

- |       |                                      |          |
|-------|--------------------------------------|----------|
| 04/08 | Larry Routh                          | Birthday |
| 05/16 | Alamance Region Car Show, Burlington |          |
| 05/14 | Brenda Leonard                       | Birthday |
| 05/23 | Thomas Schwagerl                     | Birthday |
| 06/27 | Habitat for Humanity Car/Bike Show   |          |
| 08/22 | Zooland Region Antique Car Show      |          |
| 09/26 | Liberty Car Show                     |          |
| 12/05 | Zooland Region Christmas Party       |          |
| 12/12 | Zooland Region Bike Giveaway         |          |

## RECENT MEMBER ACTIVITIES

On April 25, 2009 several members of the Zooland Region participated in the Liberty Car Show. There were fifty some vehicles entered. Former member, David Tilley, won the best of show for his 1934 Dodge Brothers



Sunset Festival

truck.

On May 9, 2009 we had a very small turn-out to help at the Sunset Festival Car Show in Asheboro. Johnny Miller entered two cars and Ron Johnson and Joe Taillon made brief appearances. Larry Pugh was there for the entire day but, did not enter his car. There were



Liberty Car Show