



BUMPER TO BUMPER

Marques Gone By *Stanley Motor Carriage Company*



Stanley Twins in their first car

On June 1st, 1849, twins Francis E. and Freelan O. Stanley arrived on the scene. They both pursued a career in teaching. They later turned their creative talents to inventing and manufacturing. These endeavors included the first company for the commercial manufacture of violins, the invention of a home generator and

development of early x-ray equipment. In 1883 they invented a photographic dry-plate process and founded Stanley Dry Plate to manufacture them, this would later be sold to George Eastman in 1899 and became the cornerstone of the Eastman Kodak Company.

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June 22nd, 2013 Meeting

The May meeting will consist of a cook out to be held at 1:00 PM at Ed and Ava Hooker's house, 1590 Gopher Woods Rd. Take Old Hwy 49 towards Farmer; pass Westside Fire Department on right; then Lassiter Mill Rd on left; continue 1/4 mile, turn right on Gopher Woods Rd; house is 1/4 mile on left; look for Zooland signs. Bring a dessert, if you would like.



ZOOLAND REGION OFFICERS AND DIRECTORS

OFFICERS

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- Vice-President/Membership: Larry Routh 336.489.7009
- Secretary: Charlotte Routh 336.498.2425
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While attending the Brockton, Massachusetts fair in 1896, a display of a steam-powered carriage would change the direction of their lives. Early in 1897, a steam engine and boiler were purchased from J.W. Penny & Sons, a body was purchased from Currier, Cameron & Company, and a variety of parts from other manufactures. The Stanley built "steamer" made its debut at the 1897 Brockton Fair. The response was such that they built three more. In November of 1898, F.E. stunned a crowd of over 5,000 as he drove an improved model around a one third mile track to a new world automotive

speed record with an average speed of 27.4 miles per hour, without mechanical failure.

In January of 1899, the brothers acquired a former bicycle factory, established standardized, interchangeable mechanical components, and arrange with Currier, Cameron & Company to supply bodies. By summer, one hundred vehicles had been completed and sold. By the end of summer John Walker purchased the company the brothers had built for \$20,000 for \$250,000. Walker immediately sold half interest in the company to Amzi L. Barber for \$250,000. Initially the new company was known as the Automobile Company of America but, within

weeks it reorganized as Locomobile Company of America.



1908 Stanley K Raceabout

Almost immediately the partnership disintegrated. Barber retained the Locomobile Company, manufacturing Stanley Carriages. Walker took the Mobile Company of America and manufactured Stanley Steam Vehicles. The Stanley brothers continued on page 3

Construction Continues

Randleman Parking Lot.

Construction is moving along in Randleman. They have installed the underground utilities and added the concrete curbing. They are now taking up the asphalt on the second half and are doing some work behind the Firestone.



would act as general managers of both companies for one year.

In 1901 Locomobile reorganized, abandoned the use of steam propulsion, and sold the Stanley patents and former factory to the Stanley brothers, who had been developing improved components.

In 1902 the brothers formed the Stanley Motor Carriage Company. The early cars had wooden bodies mounted on tubular steel frames by means of springs. Steam was generated in a vertical fire-tube boiler, mounted beneath the seat, with a vaporizing gasoline, and later kerosene, burner underneath. The boiler was reinforced by several layers of piano wire wound around it. This gave it a strong, yet light-weight, shell. Early models used copper fire-tubes and later models used welded steel. The boilers had safety valves and there has never been a documented case of a Stanley boiler exploding in use.



6hp Stanley steam car engine

The engine had two double-acting cylinders side-by-side, equipped with slide-valves. Drive was transmitted directly from the engine crankshaft to a rear-mounted differential by means of a chain. Later cars had a twin cylinder engine geared directly to the back axle. Later models also had aluminum coachwork. The boiler was also shifted to the front in later cars.

While the cars looked similar to most other cars of the time, their advantage was simplistic automation. The early steam engine had thirteen moving parts with only thirty seven moving parts for the entire car. It was light, quiet, powerful, and the fastest of its time.

During twenty five years of production the Stanley Motor Carriage Company produced eighty six major models of steam cars with overall production of nearly 11,000 cars. The Stanley/Locomobile was the most popular car from 1900 to 1904.

In 1918, after F.E. Stanley was killed in an auto accident, F.O. Stanley sold the interests to Prescott Warren. The company then began a period of steady decline, fueled, in part, by the use of electric starters on the internal combustion engines and the

demand for faster cars. The fact that it took a Stanley about twenty minutes to build up steam didn't help. Better cars were available at much lower cost. A 1924 Stanley 740D sedan cost \$3,950 (\$53,000 today), compared to a Model T for under \$500 (\$7,000 today).



1923 Stanley Steam Car

The company hung on until 1923, when it went into bankruptcy and receivership. The assets formed a primary component in the formation of the Steam Vehicle Corporation of America, which produced a few vehicles under the Stanley name until 1927.



Tidbits



- 1) Long time Zooland Region member, Gladys Amick passed away recently. Please remember Reece and the family in your prayers.
- 2) Zooland Region will be co-hosting a benefit ride for 7 year old Kenley Hendricks on July 27, 2013. Please keep that date open.

MAY 11, 2013 MINUTES TO BE APPROVED AT NEXT MEETING

The Zooland Regional Car Club met at Walker's Hide Away Farm for their May 11th, 2013 meeting. The group of 16 had a delightful time beside the lake enjoying the cook-out, playing ping pong and watching Sam and Johnny play pool. Many thanks to Larry and Pat Pugh and drafted family members for providing the food and making arrangements for the outing. Larry Pugh called the meeting to order. The minutes of the last meeting were read and approved. Joe Taillon reported that there had been no activity in the checking account since the last meeting.

Old Business:

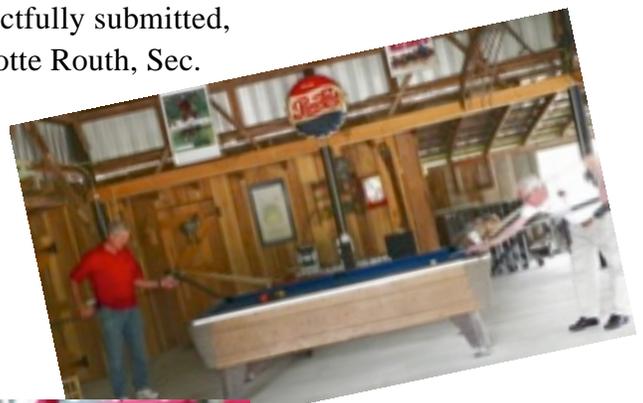
The importance of the Car Show Booklet was emphasized by Larry. Larry stressed the importance of getting flyers out at the neighboring shows and Cruise ins for the Car Show. Joe reported that posters would be available shortly. Jack's brother-in-law will take flyers to Alamance Regional.

New Business:

Odell will check to see if we can visit Mr. Eubanks in Pittsboro for the June meeting. Sam Routh brought before the group the motion that the club sponsors a benefit ride for Kenley Hendricks, a 7 yr. old cancer patient from Level Cross Elementary School. She has inoperable cancer behind her eye which is growing. She had treatments at the age of two and now must again have 52 treatments which will cause her to miss a year of school. After much discussion Larry Routh seconded the motion and the group unanimously approved. Sam was appointed chairman of project. Larry Pugh will contact the Sheriff's Dept. to arrange the motorcycle escort for the ride. A tentative date of July 13th was set.

With no other business Jerry Dixon made motion meeting be adjourned and Larry Routh seconded.

Respectfully submitted,
Charlotte Routh, Sec.





THIS MONTH IN AUTOMOTIVE HISTORY

06-18-1923: On June 18, 1923, the first Checker Cab rolls off the line at the Checker Cab Manufacturing Company in Kalamazoo, Michigan. At 19, Morris Markin immigrated from Smolensk, Russia. In 1921 Markin gained possession of Commonwealth Motor Company in Joliet, Illinois. He halted production of regular passenger cars and began producing only taxis, the result was the Checker Cab Manufacturing Company. By the end of 1922, Checker was producing 100 cars a month in Joliet. The first shipment of a Checker from Kalamazoo was a major landmark in the history of the company.

06-30-1953: The first production Corvette was built at the General Motors Corporation facility in Flint, Michigan. Harley J. Earl was the man behind the Corvette. He had gotten his start at his fathers business, Earl Automobile Works, designing custom auto bodies for Hollywood stars. In 1927, GM hire Earl to redesign the LaSalle. He latter worked on the Buick “Y Job,” recognized as the industries first concept car. It had such innovations as disappearing headlights, electric windows, and air-cooled brakes. He then designed the 1950 LaSabre. In January 1953, he introduced his latest dream car, the Corvette, as part of GM’s traveling Motorama display at the Waldorf Astoria Hotel in New York. The sleek Corvette, the first all-fiberglass-bodied American sports car, was an instant hit. 300 models were built that year, all were white convertibles with red interiors and black canvas tops. Underneath, however, Corvette was outfitted with parts standard to other GM cars, including a “Blue Flame” six-cylinder, two-speed Powerglide automatic transmission, and drum brakes.



The AACA, AACA Library & AACA Museum are raffling off a 1973 Mustang Convertible!

Tickets are just \$20

Less than 25,000 miles

Newly rebuilt engine

Newly rebuilt air conditioning system converted to r134a

Or choose \$15,000 CASH!

2nd Prize - \$2,000 Cash

3rd Prize - \$1,000 Cash

Drawing will take place on October 12, 2013

Winner need not be present to win.

Mustang donated by George & Margaret Vitale

[Ticket Order Form](#)



North Carolina Bill to Restrict Headlamp Options to be Considered on Tues., June 18

Legislation (S.B. 493) that would impose a fine on any person that equips a car with headlamps that “change the original design” will be considered by the North Carolina House Transportation Committee on Tuesday, June 18, 2013. The bill directly conflicts with the Federal “National Traffic and Motor Vehicle Safety Act” which makes clear that the standards adopted by the National Highway Traffic Safety Administration (NHTSA) for required motor vehicle equipment (including headlamps) are to be performance standards, not design standards.

We Urge You to Contact Members of the House Transportation Committee Immediately to Oppose S.B. 493

- Federal law and regulations preempt state law with regard to required motor vehicle equipment.
- S.B. 493 would impose a \$100.00 fine on owners operating vehicles that have aftermarket headlamps that are otherwise legal for use under Federal law.
- S.B. 493 appears to target illegal high-intensity discharge (HID) conversion kits, which are already illegal under Federal law. NHTSA has determined that it is impossible to produce HID conversion kits (converting a halogen system to HID) that are compliant with Federal standards.

Calendar

June 3rd, 2013

Richard Capps II Birthday

June 15th, 2013

Ed & Ava Hooker Anniversary

June 15th, 2013

Randleman Cruise In 2:00

June 18th, 2013

Ralph & Judy Newsome Anniversary

June 22nd, 2013

Zooland Meeting 1:00 PM

June 25th, 2013

Ed Hooker Birthday

August 10th, 2013

Zooland Region 23rd Annual Car Show

Zooland Region AACA

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