



BUMPER TO BUMPER

American Muscle

Make a Date with the "88"

LOWEST-PRICED "ROCKET"-HYDRA-MATIC CAR



FUTURAMIC

OLDSMOBILE

POWER PACKAGE FOR PLUS PERFORMANCE - "ROCKET" ENGINE AND HYDRA-MATIC DRIVE !

When I first came up with the idea of writing an article about the "Muscle Car", I thought this should be pretty simple. I quickly changed my mind when I could not find agreement on what constitutes a muscle car. Basically a "Muscle Car" is a mid or full sized two door car with a big engine and designed for four or more passengers. Most were current mid-size models with engine, handling,

and trim changes. Some examples would be the Chevelle and Road Runner. The "Muscle Car" should not be confused with the "Pony Car", which is a compact sized car with a big engine. Although, some say that it is hard to argue that a Boss 409 could not compete with a muscle car, so they are generally lumped together in the same category.

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March 24th, 2012
Meeting



Ethel Buckner has arrange the March meeting at Hayley Bales Steakhouse; 211 E Eleventh St (Hwy 64); Siler City. Meeting time is 5:00PM.



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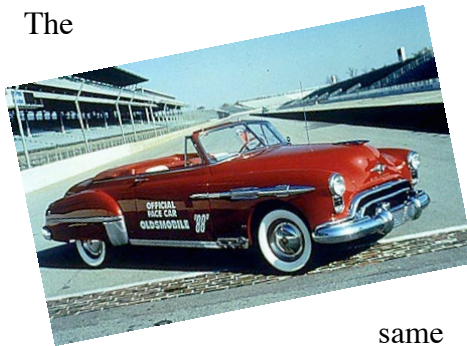
Once I settled on a definition, I wanted to know which was the first to be considered a Muscle car. Again I could not find agreement. The term was coined in 1964 for the midsize Pontiac Tempest with the GTO package. GM policy, at the time, was that nothing other than a full size car could have larger than a 330 cid engine. Pontiac worked around the policy by offering the 389 cid engine as an option instead of creating a new model for it. The GTO option also included a floor shift, special trim and GTO badges. GM had planned on selling 5,000 units the first year; instead, 32,450 were sold and the race was on.



into it's Rocket 88. The car produced a whopping 135 horse power, a lot for the time. During it's first three years, Oldsmobile 88 was one of the best performing cars of the time. This was most likely due to it's small size, lighter weight, and the advanced high compression engines that were used.

1949 was the 33rd running of the Indy 500 and

Oldsmobile's first time serving as the official pace car. The car was a 1949 Rocket 88. The



same car that inspired a

popular song *Rocket 88* and the 1950's slogan "Make a Date with a Rocket 88".

Performance continued to improve at a slow pace over the next decade but, by 1955 Chrysler was on top with it's 300 horsepower Hemi powered C-300.



Some automotive historians trace the origins of the Muscle Car back to 1949, when Oldsmobile put a 303 cid overhead-valve V8



Dodge offered powered-up D-500 engines for every model in it's 1956 line, including it's lightest low-line two door sedan.

In 1957 the title of fastest sedan went to the Rambler Rebel. It combined lightweight unibody construction and a V8 engine.

In 1957, Chevrolet offered fuel injection; Ford and Studebaker offered supercharging; Pontiac offered both fuel injection and "Tri-Power"; even Hudson had "Twin-H Power" dual carbs and manifolds.

The 1960s were the Golden Age of Muscle Cars, gas was cheap and the economy was strong.

A long list of cars were produced. Cars such as Chevelle Super Sport, GTO, 442, Dart, Polara 500, Sport Fury, Mustang, Barracuda, Marlin, Rebel, Javelin, AMX, Galaxie 500,



Roadrunner, GTX, Charger, Super Lark, Fairlane, Meteor, Skylark Grand Sport, Trans Am, and the list goes on.

As they say, all good thing must come to an end. In the early 1970s this was true of the era of the Muscle Car. Crippling insurance rates for performance cars, the oil embargo and gas crisis brought us higher priced gas, and the Clean Air Act brought us lower octane unleaded fuel; all combined to make the high performance cars unaffordable to their targeted market.



cars in the Mustang, Camaro, Challenger, and Charger but, they are no longer cheap family cars with big engines. They are highly engineered, expensive performance cars. Come to think of it, they seem to be targeting the same group of buyers as they did in the 60s but, just like the cars, we are just a little more mature now.

The 1980s saw some revival with some survivors such as Mustang, Thunderbird, and Camaro and with some hot new entries such as Hurst/Olds and Buick Grand National. By 1987 the Buick Grand National had become one of the fiercest muscle cars ever.



Lately there has been another resurgence of Muscle Cars but, not like the early days. We have retro

TRIVIA

1. In 1916, 55 percent of the cars in the world were Model T Fords, a record that has never been beaten.
2. The first Ford cars had Dodge Brothers engines.
3. In its 1st year the VW Beetle sold only 330 cars in the United States.
4. Windshield wipers were invented by a woman.
5. The first product Motorola started to develop was a record player for automobiles. At the time, the most known player on the market was the Victrola, so they called themselves Motorola.



Cadillac
American elegance

ZOOLAND REGION NOTES

Please note that our show date has been move to August 11 this year. This was done because of the multi day event in Raleigh on our original date. In the past, this event has drawn away some of the AACA cars that would have attended our show



auto racing that she voluntarily had her breasts removed in order to more comfortably fit behind the wheel. This is only one example, out of many, when Victorian women with passion and determination fought to earn an equal position with men in the

Women Take the Wheel for Women's History Month

When automobiles were introduced, replacing traditional horse and buggy transportation, the idea of women operating state-of-the-art automobile equipment was met with opposition by male members of society. On March 7, 1908, Cincinnati mayor Mark Breith, explained before the city council that "women are not physically fit to operate automobiles." Victorian women were often viewed as too fragile to deal with public affairs, participate in strenuous activity, or operate complex machinery – such as automobiles. These stereotypes influenced the first vehicles marketed towards women. Alternative fueled vehicles, like the ones featured in our “Alternative Energy Exhibition” were developed specially for women. The first hybrid and electric cars were manufactured over 100 years ago to make operation easier for women. Not only did these cars do away with the dangerous and strenuous engine crank handle but the interiors were also more comfortable and appealing to women.

The automobile, first a symbol of male power and control, became the perfect vehicle for feminine revolt. For women, the automobile provided opportunities for work, invention, adventure and independence. Victorian women of the early nineteenth century were able to openly revolt in auto racing, then considered a male only sport. One such case of revolution was Violette Morris, an early auto racer. Violette was so passionate about

automotive realm.

Nearly a century later women are now welcomed graciously to participate in all varieties of motorsports, competing against, and even beating, their male counterparts. Women now make up more than half of the automotive market and have significant influence on the way automobile manufactures design, market and sale vehicles today. Currently women influence more than 85 percent of all car purchases. Many women hold very powerful positions throughout the automotive industry. In recognition of Women’s History Month, the Antique Auto museum at Hershey will focus on women who made automotive history; from women like Violette Morris who first challenged male chauvinistic stereotypes and stepped up to her ego driven counterparts, to Danica Patrick who is currently one of them most well-known and talked about female racers in the world.



Throughout March the AACA Museum will feature specially written gallery labels that will help visitors navigate through the Museum in a journey celebrating women and their contributions to the

automotive industry and how they steered the course for where the industry stands today.

Museum patrons can also enjoy the museum's newest display "Alternative Energy Exhibition", showing March 2nd-May 27th 2012. Electric cars and hybrids are all the rage today with the movement toward a cleaner environment and the crippling cost of gasoline. What most people don't know is that these technologies have been around as long as the automobile itself. In the car's formative period, electricity went head to head with steam and the internal combustion engine as countless manufacturers competed for market share in this burgeoning new industry. The Alternative Energy exhibit features 12-15 different cars, trucks and even segways that focus on both old and new alternative fuel vehicles including: electric, coal and steam hybrids from 1899 through 2012.

Alternative Energy Vehicles

The AACA Museum will begin 2012 by "going green" with an Alternative Energy Vehicle Exhibition. Electric cars and hybrids are all the rage today with the movement toward a cleaner environment and the crippling cost of gasoline.



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This exhibition will look at the entire history of automobile propulsion beyond the internal combustion engine. Included will be early steam and electric vehicles, plus newer variants produced later in the century. We are also focusing on other "alternative energy" vehicles produced over the years,



including wood burners, and other "converted" machines. The exhibition will enter the 21st century with select modern vehicles that aim to offer everything from high mileage, performance, comfort and low emissions all in one affordable package.





Automotive History

John "Jack" Mack, who co-founded what would become one of North America's largest makers of heavy-duty trucks, is killed when his car collides with a trolley in Pennsylvania on March 14, 1922.



In 1890, Jack Mack went to work for Fallesen & Berry, a carriage and wagon company in Brooklyn, New York. Three years later, Mack and his brother Augustus bought the business. In 1900, the siblings founded the Mack Brothers Company and began making motorized vehicles. In 1905, they began producing trucks in Allentown, Pennsylvania,

where the company continues to be headquartered today. In addition to trucks, the business built buses and railway cars. In 1910, Mack Brothers developed the first motorized hook-and-ladder fire truck for Morristown, New Jersey.

After the brothers sold their company to investors in 1911, it continued to flourish, and during World War 1, Mack built thousands of trucks for the American and British governments. The company acquired its trademark bulldog logo when British soldiers said the truck's blunt-nosed hood and durability reminded them of their country's mascot, the bulldog. In 1922, the year Jack Mack died in a car crash, the company was renamed Mack Trucks Inc.

Calendar

March 20th, 2012

Johnny & Dolores Miller - Anniversary

April 14th, 2012

Zooland Region Meeting
Victory Junction Tour

May 26th, 2012

"Cruis'n Asheboro"

June 23rd, 2012

"Cruis'n Asheboro"

July 28th, 2012

"Cruis'n Asheboro"

August 11th, 2012

Zooland Region 22nd Annual Car Show



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