



Zooland Region AACA



BUMPER TO BUMPER

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Next Meeting

Our next meeting will be on Saturday, April 18, 2009 at Blue Mist Barbecue Restaurant, at 5:30. Blue Mist is located at 3409 US Hwy 64 E, Asheboro. Ethel Buckner will host the meeting.

MARCH 21, 2009 MINUTES

To be submitted for approval at April meeting

The Zooland Region AACA met on March 21, 2009, at Pleasant Ridge Christian Church, hosted by Pat and Larry Pugh. There were fifteen members and two guests present. President, Joe Taillon, called the meeting to order. Hal Leonard, Assistant Secretary, read the minutes from the previous meeting. They were approved as read. Pat Pugh read the financial report. The financial report was approved as read.

Old Business

Joe reported that John Wicker was ineligible to have his car featured on a flyer because he has already had a vehicle featured on a dash plaque. The club will select another name later.

New Business

Joe gave out flyers for the Liberty Car Show, that Ron Johnson had

given him. This show to be put on by the Liberty Chamber of Commerce. The date of the show is Saturday, April 25, 2009.

President, Joe Taillon, asked the members if Pleasant Ridge Christian Church would be acceptable for the club's Christmas party. The majority of the members said it would be fine. Pat Pugh asked that members let her know by November if they would attend the Christmas party and pay for meals early so, she wouldn't have to work during the party.

A guest, Laurie Smith, was introduced as a prospective member. She has a '62 Chevy Nova and a '79 Ford Thunderbird. Laurie found out about our club from our web site.

Bill Wright was contacted about the club purchasing an advertisement to go into the Walker/Strider Cruise-In booklet.

Larry Pugh made a motion to buy an ad, at a cost of \$150. Motion was seconded by Bill Wright, motion carried.

The next meeting will be at Blue Mist, hosted by Ethel Buckner.

With no more business, Brenda Leonard made a motion to adjourn, seconded by Johnny Miller. Motion carried.

Respectfully submitted by Hal Leonard, Assistant Secretary



The source for shirts, hats, jackets, etc with the Zooland Region logo is Ink N' Stitches. They are located at 2739 US Highway 220 S; Asheboro. They have catalogs from which you may choose an item based on your preference in style and pricing.

THE TEMPLAR MOTORS COMPANY

When one hears the name Templar, one often conjures up an image of those white-mantled knights who were at the forefront of the battles during the Crusades. What one is unlikely to think of in connection with the word Templar is a luxury automobile, but this was precisely the name given to a short-lived but impressive American built automobile. Templar Motors was formed in Lakewood, Ohio, by a group of Cleveland investors in 1916. The original officers of the company were M. F. Bradley, President, W. J. Hunkin, Vice President, and D. C. Reed, Treasurer. Management took the Templar name from a military order founded in Jerusalem by the crusaders about 1118 and chose the Maltese cross as the car's emblem.

The first Templar rolled off the as-



sembly line in July 1917. During its entire seven years of existence, the Templar Motor Company only produced 6,000 Templars, of which only 30 are believed to exist today.

The company advertising proclaimed the car to be a "Superfine Small Car. There is no better built, more finely finished or more completely and elaborately equipped than the Templar. It offers, in a car of distinctive beauty, the advantages of light weight, easy riding and control, with corresponding economy in operating and tire expense. The touring car, which affords ample

accommodations for five passengers, has a high gear range from three to sixty miles an hour, with an easy pull in hill climbing, which is a delight to those accustomed to driving high power cars."

The Templar was a high powered car, indeed. Although most of the parts were manufactured by outside contractors, the engine was of original design and manufactured in the Lakewood factory complex. The Templar Vitalic Top-Valve Motor was a four cylinder, overhead valve engine with an output of 43 horsepower at 2,100 RPM and more fuel efficient than most cars of the day. By contrast, the 1911 Model T Ford was rated at 22 horsepower.

Templar Motors offered a two-passenger roadster and four- and five-passenger touring cars, priced between \$1,985 and \$2,255, about four times the price of the Model T. The Templar were truly luxury cars, sporting 27 coats of paint, wooden-spoked wheels, an electric horn, an onboard tire pump, a search light, a clock, a locking ignition switch, a windshield wiper, a dashboard light, a complete set of tools, and a unique "neverleak" convertible top. The car also had a special outside compartment that housed a compass and a folding Kodak camera.

The Templar cars were successful and became the #15 car company out of more than 40 operating in the United States at the time. The cars were sold by more than 160 dealers across this country and 15 foreign countries.

The company made artillery shells for the war effort and only about 150 cars were produced in 1918. Full production resumed in 1919 with three body types, the coupe, Sportette, and sedan. 1800 cars



Two Lakewood-made Templars - a touring car and a Sportette roadster, circa 1923 - are shown in front of the marble home built by Templar Motors President M. F. Bramley.

were built by the 900 employees. While the post war boom continued, the company could sell every

Templar
The Superfine Small Car

The 1918 Templar Sportette is a newly added streamline model of an already Superfine Car.

Built for four passengers—it is the personification of style, luxury and comfort.

The body is aluminum, upholstered in smooth black leather.

The car is low hung, powerful and fast, and surprisingly economical.

Templar Top Valve Motor.

The Templar Motors Corporation
188 Lakewood Street, Lakewood, Ohio

For Prices, Terms, etc., See Dealer or Write
The Templar Motors Corporation
188 Lakewood Street, Lakewood, Ohio

car it made and even increased prices in 1920. The automotive year between 1920 and 1921 saw production drop to less than a tenth of the previous year. The 1921 coupe and five-passenger sedan sold for \$3785 while the five-seat tourer, four-passenger Sportette, and two-seat touring roadster were \$2885. By 1922 competition was increasing, so two cheaper models were announced. A roadster and a Deluxe Sports sold for \$1985. Production was severely affected following a major fire which had

swept through the works in December 1921, causing a quarter million in damage. By the spring of 1922 they were back in production and churning out 8 cars a day, even though the facility could produce three times that figure. Receivers were appointed in October 1922.

In 1923 the company was re-financed and became the Templar Motor Car Company. Work was started on a 6 cylinder engine, as the new management decided the future was in larger cars, and four



wheel brakes were introduced. However, only 125 cars were sold in 1923.

By late 1924 it seems the money ran out and the company passed into the ownership of a local bank who had called in a loan and production ceased. At the end of the ordeal 20,000 investors lost over \$6 million.

The 300,000 square foot plant still remains at 13000 Athens Avenue, where it is now occupied by 16 business and industrial tenants.

JACK FERREE, GOLDEN ANNIVERSARY

I am not referring to Jack and Frances' anniversary, they are about nine years beyond that milestone. I am referring to Jack and his Templar. On April 1, 1959 Jack put a deposit on a 1920 Templar, a few days later he completed the transaction and brought the car home. The car was originally purchased in New York and found it's way to South Carolina. Tip Chisholm came across the car and attempted to purchase it. The owner

Meet, at Asheboro on May 22-23, 1965 the car received a second place. The car received it's HPOF certification at the New Bern show in 1994. Other than one paint job, the car is pretty much all



Jack Ferree

original.

The car also spent about two years on display at the Transportation Museum at Spencer, North Carolina.

The black and white photo contained in this article was taken while the car was on display at the Guilford Dairy building, Asheboro. This is a rare photo of the car with the curtains installed.



1920 Templar, Owned by Jack Ferree

said that he would not sell the car but wanted to keep it until he died. Tip responded that he understood and wouldn't sell it either. After promising not to sell the car, Tip was able to complete the purchase and, in 1947 or 1948, Tip brought the Templar to Asheboro, North Carolina. Jack heard about the car and attempted to purchase it from Tip but, Tip wouldn't sell because of the promise. Some time later, Jack was able to purchase the car from Tip's brother, Clyde, who was settling Tip's estate.

After about two years Jack began to show the Templar at local shows. At the car's first National Show, Carolina Region AACA – Center of North Carolina Spring

stalled. Jack's son, Charles, now in his fifties, told me he had only a vague recollection of once seeing the car with the curtains installed. Charles believes that his father still has the curtains stored away somewhere.

Jack expressed that he plans to maintain the tradition and eventually have the Templar pass on to his grandson, Blake.



Jack's Templar with curtains installed

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AACA's 2009 President is Michael J. Jones of Valley Forge, Pennsylvania!

Many of you know Mike as the Chairman of our Annual Meeting in Philadelphia. Our new first lady, Marcy Jones, has also been a fixture to many of you at the registration desk in Philly. This great couple is well loved and respected in the hobby and we all wish them a very successful year at the helm.

In the May/June Antique Automobile issue, you will learn more about Mike and Marcy and the plans they have for AACA. For now, we would like to mention Mike's theme for the year "Focusing on Our Future, Service Beyond Self". In these few words, we all understand on how the AACA National Board will be directed and will work in the coming year. Powerful words that hopefully will help us make AACA stronger and give us the ability to provide our members with the services they want.

Mike asked us to tell you to please stop him and say hello whenever you get the chance. He really wants to hear your thoughts and ideas!

DATES TO REMEMBER

- 04/04 Joe Taillon Birthday
- 04/08 Ethel Buckner Birthday
- 04/15 Jerry Rook Birthday
- 04/25 Liberty Car Show
- 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

North Carolina Introduces Pro-Hobbyist Street Rod and Replica Vehicle Bill

SEMA model legislation (S.B. 476) that would create a vehicle registration classification for street rods, replicas and modified vehicles will be considered by the North Carolina Senate Commerce Committee. Introduced by Senator Don East (Don.East@ncleg.net), S.B. 476 defines a street rod as an altered vehicle manufactured before 1949, a modified vehicle as an altered vehicle manufactured after 1949, and a replica vehicle as a vehicle originally sold unassembled and manufactured from a kit. The bill allows replica vehicles to be assigned a certificate of title bearing the same model year designation as the vehicle intended to be replicated.

We Urge You to Contact All Members of the North Carolina Senate Commerce Committee (Contact Information Below) Immediately to Request Their Support for S.B. 476

S.B. 476 provides specific registration and titling classes for street rods, modifieds and replicas. Street rods are of a pre-1949 vintage; modifieds are of the post-1949 era.

S.B. 476 requires that the title of a replica vehicle must clearly indicate that the vehicle is a replica and not an original.

S.B. 476 allows for the use of non-original materials and creates a titling and registration criterion that assigns these vehicles the same model year designation as the production vehicle intended to be replicated.

S.B. 476 provides an avenue by which the state can accurately and fairly title and register these specialty vehicles.

S.B. 476 remedies previous inconsistencies in state titling and registration policy for replicas.

S.B. 476 provides a method by which inoperable vehicles, such as restoration projects, may be titled.

S.B. 476 recognizes the immeasurable amount of time, money and attention automotive enthusiasts invest in their hobby cars. Street rods, modifieds and replicas are the same crowd pleasers that participate in exhibitions and as parade vehicles, and whose owners regularly contribute to charities and civic events. This legislation represents an opportunity to acknowledge this family hobby and to protect it for future generations.

DON'T DELAY! Please contact members of the Senate Commerce Committee immediately to urge support for S.B. 476