

Traveling with the

# Rim Country Classic Auto Club

Payson Arizona

RIM COUNTRY CLASSIC AUTO CLUB NEWSLETTER

DECEMBER 2017



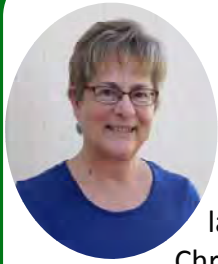
**THE RIM COUNTRY CLASSIC AUTO CLUB IS A NON-PROFIT ORGANIZATION FOR THE PURPOSE OF:**

- ◆ Providing social, educational and recreational activities for its membership.
- ◆ Participating in and supporting civic activities for the betterment of the community.
- ◆ Encouraging and promoting the preservation and restoration of classic motor vehicles.
- ◆ Providing organized activities involving the driving and showing of member's cars.

## Join Us!

**NO Meeting in December**

RCCAC meets at 6:30p.m. on the first Wednesday of the month at Tiny's Restaurant.



### RCCAC President

Mary Cailey

Well, here we are at the last month of 2017 with Christmas a little over 3 weeks away. This year has sped by for me. I've enjoyed being President of the RCCAC. We've had quite a year with a lot of fun activities, including half a dozen or so of 'show n shines', movies of the month, our 24<sup>th</sup> annual car show, dinner and lunch cruises, and many more events.

The 2017 Board has worked hard this year, they've been so supportive and enthused about changes we've made, trying new things, and helping when needed. You can't have a successful club without a lot of support and help.

I'm excited to see what 2018 will bring to the Club. I'm hoping for more increased Club membership, increased attendance at the monthly meetings, new activities, more presence of the Club in the Community, and lots of fun.

Merry Christmas to all and have a safe New Years!

### 2017 RCCAC PIT CREW



President	Mary Cailey	928-474-3560 marycailey@yahoo.com
V.P.	Paul Jones	928-474-4420 paul.jones489@yahoo.com
Secretary & Web Master	Steve Fowler	928-478-6676 fowlerauto@suddenlink.net
Treasurer	Tina Dychkowski	920-216-0830 tinagak@yahoo.com
Activities	Sandi Gunderson	928-476-2168 a57chevyman@q.com
Director	Carl Curtis	928-468-8018 ccsewnski@npgcable.com
Director	Darrel Wallace	480-390-6270 dsdwallace@gmail.com
Director	Butch Tucker	480-694-1229 butchr51@hotmail.com

Car Show Director for 2018

W.O.W Coordinator	Sue Hedman	928-476-3060 thundermtn@live.com
Movie Coordinator	Martha White	928-300-3870 msanders.white@gmail.com
Newsletter	Margie Fowler	928-478-6676 margiefowler@suddenlink.net



What make and model vehicle exceeded a single year production of 1 million?

- Ford Mustang
- Volkswagen Beetle
- Chevrolet Impala
- BMW 3-series

See answer on page 6



# FROM THE GLOVEBOX



## UP COMING ACTIVITIES

### December at a Glance

- Dec 6- **NO CLUB MEETING**
- Dec 6- Annual Christmas Party
- Dec 14- WOW 11:30am

## RENEWING MEMBER

*Annual Dues*

Get your membership **DUES** in **January 2018**



Renewal Membership form on pg. 8

Rim Country Classic Auto Club  
P.O. Box 2853  
Payson, AZ 85547

# Women On Wheels



RCCAC gals we are going to the Buffalo Bar and Grill for December. Bring a couple cans or perishable food items to share with the food bank. This will be in place of a gift exchange. Christmas sweaters optional.



### Annual Christmas Dinner Party

**Wednesday December 6th**  
Chaparral Pines Clubhouse  
**This is a Dress Up Affair**  
**Happy Hour is 5 - 6 pm. No Host bar.**  
**Dinner at 6pm.**  
White Elephant Gift exchange  
You will receive one ticket for your gift. (each person brings a gift) This can be something you received last year, re-gifted or have around your home. It can be a purchased gift for no more than \$15.  
**RSVP's were due last month!**



Outstanding Member of the Month Al Isham

**Movie of the Month**  
Because of the busy Holiday season There will not be a Movie of the Month with the car club.  
If you have a chance to go then please have fun!  
We will resume in January

## DECEMBER Birthdays

- |    |               |    |                   |
|----|---------------|----|-------------------|
| 4  | Larry Bertram | 20 | Sherrill Magnuson |
| 6  | Ron Trainor   | 24 | Jack Gooch        |
| 12 | Dwight Rowe   | 26 | Steve Rang        |
| 15 | John Zillisch | 28 | Joyce Yarbrough   |



# News from the Backseat



## Vets to Lunch

My name is John Trask, I am a USAF Lt Col retired after 23 years of service. My wife and I have been enjoying the Veterans Day ceremonies put on at the Payson High School Auditorium for veterans by the Town of Payson Patriotic Events Committee each year. The presentation of the Colors by the Civil Air Patrol Cadets, the musical tributes by the Payson Choral Society and the youth groups made for a heart touching program. Then, to top it all off, the ride to the Casino in a lovely old Studebaker car belonging to Ken Michael from the **Rim Country Classic Car Club** (which purchased the lunches) made our day! Also, Thanks to the Mazatzal Hotel and Casino for the wonderful buffet . Thanks are also due for the love and care that was shown to us and to our friend who was with us, who is a Navy Vet and has difficulty getting around. Some nice lady offered to get his meal for him. I do not think there was any Veteran that day who didn't feel special and honored.

We appreciate ALL those who were involved in making it such a wonderful day for me and all the other Vets!!!

Sincerely, John Trask



## Our NEW 2018 RCCAC Board Congratulations

- |                            |                 |  |
|----------------------------|-----------------|--|
| President                  | Mary Cailey     |  |
| V.P.                       | Paul Jones      |  |
| Secretary                  | Martha White    |  |
| Treasurer                  | Tina Dychkowski |  |
| Director                   | Ken Tozi        |  |
| Director                   | Darrel Wallace  |  |
| Director                   | Pete White      |  |
| Car Show Director for 2018 |                 |  |
| Activities                 | Sandi Gunderson |  |
| W.O.W Coordinator          | Sue Hedman      |  |
| Movie Coordinator          |                 |  |
| Newsletter                 | Margie Fowler   |  |
| Co-Newsletter & Web Master | Steve Fowler    |  |

### Hello to all the WOW ladies!

Now that all the turkey leftovers are gone, time to turn our calendar over to Dec.

Looking forward to seeing everyone at our December holiday luncheon!! Meeting at the Buffalo Bar & Grill in Payson at 11:30 Thursday Dec. 14<sup>th</sup>.

We will not be exchanging any gifts this year as I have decided to ask our members to donate a non perishable food item for our local food bank. I will have a decorated box for you to leave it in. Thanks in advance for your contribution!! I will be sending out a e-mail reminder next week for you to reply back to me if you will be coming to the luncheon. Remember, guests are always welcome to join us!! **Merry Christmas** to one and all!!!

Sue Hedman





# IN THE HEADLIGHTS



Boyd Miller:

I know exactly when the car bug bit me. It was the fall of 1954 just before the NEW '55 Chevy's came out. One of my friends at high school had seen the truck load of Chevys come to the local dealer one night to drop off cars. He said we should check them out. They had not been released yet. At lunch we walked down to the dealer. His warehouse was a 2nd story over the showroom. We sneaked in and headed up the ramp. At the top of the ramp facing us was a 1955 Chevrolet red and white 2 door Hard Top *I lost it right there.* Been a car nut ever since.

However I have never owned a 55 Chevy.

A while back, I was working on restoring a 58 Chevy truck, but it needed a lot of bodywork and paint. We were looking on Cars.com and found a completed 1975 Dodge truck for less than what getting the other truck painted would cost. It was in Portland, Oregon. We went and bought it and drove it home. It has a Dodge truck V-10 block with cylinder heads from a Viper that have been ported and polished. It is equipped with the hottest cam Dodge made and headers made for the Viper. Backing that up is a six-speed automatic from a truck and 3.23 gears in the axle driving 18 inch aluminum wheels. At 2000 rpm it's going 88 mph. The man that built it was a machinist,



and his workmanship was excellent. He installed the complete electronic package from the Dodge donor along with Autometer gauges. The truck was lowered using dropped spindles from a Chevy truck, and has a monster 35 gallon gas tank, which unfortunately hangs lower than anything else, an issue I need to address.



The truck is very fast. About 5 years ago we were going on the Route 66 run with friends. I was driving our Dodge Convertible with a 440 and 4-speed with my friend aboard, and Nancy was driving the

truck with his wife. We got up on the interstate headed for Williams. I was doing about 75, and I saw this yellow streak pass by me like I was standing still. In her defense, the speedo wasn't working. When we finally got to Williams, she had already got us checked in and had a shower. Not saying she has a lead foot, just that the truck is fast.

# URETHANE VERSUS RUBBER

This month we will wrap up our tech article series with a discussion of urethane versus rubber suspension bushings. It's been fun doing the tech articles, but I've run out of topics and we will be downsizing the newsletter to take a bit of load off of our editor.

With our old cars, we often are seeking ways to make them drive a little more like our modern daily drivers while still retaining the look of the older cars we love. The suspension systems of cars have dramatically improved over the years. Many of us have upgraded suspensions to more modern components in the interest of safety and ride quality. One of the common upgrades when re-doing the suspension is using urethane bushings in the suspension, but that does have its pros and cons. Let's look a bit at how suspensions evolved to help understand why.

Early suspension systems typically used either bronze bushings or simply steel on steel with grease fittings to minimize wear, but dust and dirt that found its way in would quickly wear these parts and replacement would be necessary after just a few years. These also produced a harsh ride as shock loads were transferred through them very easily. Rubber bushings were developed, and by the mid-30's were used in leaf spring bushings, and by the 50's were commonly seen in the control arms of front suspensions. These were not expected to last forever, and were designed to be replaced as they wore out or otherwise failed. Over time, the rubber bushings were increased in thickness to help isolate road shock and give that premium ride we had come to expect. For example, the bushings in a 57 Chevy or 67 Camaro are about 3/16 thick, but by the 79 Camaro they were nearly 3/4 inch thick to help isolate road shock.

As oval track racers began to use these later Camaro suspensions on the track, they quickly found that changing out the rubber bushings for urethane, which had been developed in the intervening years, eliminated the compliance (flex) that had been designed in to minimize NVH (noise, vibration, harshness), and provided a more positive control. Since racers don't care about ride quality, just winning, this was an acceptable compromise. With rubber bushings, the rubber is bonded to both the outer shell of the bushing and an inner sleeve, and flexes in use like a rubber torsion spring (some trailers use this style of spring). With urethane, it has

very little give, and so the parts must slide over each other, which means they must be lubricated (greased) to minimize wear and prevent squeaking.

Early urethane conversions were famous for noisy operation. Over time, quality manufacturers have developed setups that allow for lubrication to minimize the squeaks, and that is not such a big concern. The urethane bushings still have very little give, thus giving better control at the expense of ride quality. However, when combined with low profile, stiff-sidewalled modern tires, the ride can get downright ugly. Also, while urethane can work well in a simple pivot situation, if twisting and changing angle in operation is required, such as with strut rods on early Mustangs and Mustang II's or Novas, they are so stiff that parts may actually break. In a four-link design, as used on beam axle front ends or high performance rear suspensions, they also have issues because of two-directional flex. Tie rod ends work better (ball joints) but don't look as sanitary, so lots of guys have gone with the urethane, with mixed results.



RUBBER	VS	POLY
DAMPENED ROAD NOISE		INCREASED ROAD NOISE
DAMPENED VIBRATIONS		INCREASED VIBRATIONS
DAMPENED HARSHNESS		INCREASED HARSHNESS
SAME AS OE LIFESPAN		SHOULD LAST LIFE OF VEHICLE
STANDARD FEEL OF ROAD		ENHANCED FEEL OF ROAD
STANDARD PERFORMANCE		ENHANCED PERFORMANCE
NO SQUEAKING OPPORTUNITY		SQUEAKING OPPORTUNITY
NO NEED TO GREASE		RE-GREASE EVERY 4-5 YEARS
ADVANCED INSTALL		DIY FRIENDLY INSTALL

Like so many choices in building a hot rod, it boils down to a choice of responsiveness in handling and/or appearance versus a more comfortable and compliant ride. If you are considering going to urethane, I'd suggest trying to get a ride in a similar vehicle that has been switched over to see if you like it before investing the time and money to make the change. An informed decision is always better- it helps to avoid regrets. As for myself, I have cars equipped both ways, and each performs as I like for that vehicle, though different from each other. Ya pays yer money, and ya makes yer choice!



What make and model vehicle exceeded a single year production of 1 million?

## Answer -

No, it wasn't the Mustang. Although enormously popular then and now, and Ford's longest-running car nameplate, the 65 (including the 64-1/2 early ones) total was 680,989, and the 66 was 607,568. It never got close to those numbers again. The Volkswagen Beetle was the bestselling single design in history, with more than 21 million built between 1938 and 2003, but never hit the million-in-a-year mark. The BMW 3-series has sold over 9.5 million since introduced in 1975, but also never got close to the million mark. So the WINNER is the **Chevy Impala**, which in 1965 sold an incredible **1,046,514** cars, including both the base model and the SS. Over the years, more than 13 million Impalas have hit the road, making it the best-selling nameplate for Chevy.

**History, origin and sales** The Impala name was first used for the full-sized 1956 General Motors Motorama show car that bore Corvette-like design cues, especially the grille. Painted emerald green metallic, with a white interior, the Impala featured hardtop styling. Clare MacKichan's design team, along with designers from Pontiac, started to establish basic packaging and dimensions for their shared 1958 General Motors "A" body in June. The first styling sketch that would directly influence the finished Chevrolet automobile was seen by General Motors Styling vice president Harley Earl in October. Seven months later, the basic design was developed.



1958 Chevrolet Bel Air Impala Sport Coupe



1958 Chevrolet Bel Air Impala Convertible

**First generation (1958)** The Impala was introduced for the 1958 model year as top of the line Bel Air hardtops and convertibles. From the windshield pillar rearward, the 1958 Bel Air Impala differed structurally from the lower-priced Chevrolet models. Hardtops had a slightly shorter greenhouse and longer rear deck. The wheelbase of the Impala was longer than the lower priced models, although the overall length was identical. Interiors held a two-spoke steering wheel and color-keyed door panels with brushed aluminum trim. No other series included a convertible.

The 1958 models were longer, lower, and wider than its predecessors. The tailfins of the 1957 were replaced by deeply sculptured rear fenders. Impalas had three taillights each side, while lesser models had two and wagons just one. Crossed-flag insignias were attached above the side



1958 Chevrolet Delray



1958 Chevrolet Yeoman Station Wagon

moldings, as well as bright rocker moldings and dummy rear-fender scoops. 1958 was the first year of dual headlamps.

For 1958, GM was promoting their fiftieth year of production, and introduced anniversary models for each brand; Cadillac, Buick, Oldsmobile, Pontiac, and Chevrolet. The 1958 models shared a common appearance on the top models for each brand; Cadillac Eldorado Seville, Buick Roadmaster Riviera, Oldsmobile Holiday 88, Pontiac Bonneville Catalina, and the all-new Chevrolet Bel-Air Impala.

The standard perimeter-type frame was abandoned, replaced by a unit with rails laid out in the form of an elongated "X." Chevrolet claimed that the new frame offered increased torsional rigidity and allowed for a lower placement of the passenger compartment. This was a transitional step between traditional construction and the later fully unitized body/chassis. The body structure was strengthened in the rocker panels and firewall. However, this frame was not as effective in protecting the interior structure in a side impact crash as a traditional perimeter frame.

A coil spring suspension replaced the previous year's rear leaf springs, and an air ride system was optional. A 283 cubic inch (4,640 cc) engine was the standard V8, with ratings that ranged from 185 to 290 horsepower. A "W" block (not to be confused with the big-block) 348 cubic inch Turbo-Thrust V8 was optional, producing 250 hp, 280 hp or 315 hp. The Ramjet fuel injection was available as an option for the Turbo-Fire 283 V8, not popular in 1958.

A total of 55,989 Impala convertibles and 125,480 coupes were built representing 15 percent of Chevrolet production. The 1958 Chevrolet Bel Air Impala helped Chevrolet regain the number one production spot in this recession year.

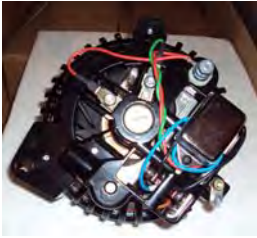


Looking to sell parts OR Looking for parts!

Low back seats with black seat covers - new. \$50 pr.



"Tuff Stuff" Chrysler alternator. 1 wire, 100 amp, single pulley. Fits 1961 - 1985 - new. \$75.



18" flex fan. \$25.

"Evans" waterless coolant. 4 gallons. Used less than 15 minutes. \$25 a gallon (that's 1/2 price Contact John Cailey on any of the above 4 items 928-474-3560



Kenmore wood burning stove with a thermostatically controlled fan. Works good, was using it to heat the shop. FREE to first taker. Contact Steve Fowler 928-478-6676

1969 Buick Wildcat Convertible. A real head turner! New top; 430 cid engine. 67,600 miles on it \$15000 OBO. Contact Dwight Bare 480 620-4518 <mailto:tbare37@gmail.com>



Set of 19" rims and high performance tires. Rear rims are 19x9.5 with 7 inch backspacing, fronts are 19x8 with 6 inch backspacing. Rims are chrome plated, and are Chevy pattern. Tires are Michelin Pilot Super Sport. Rears are 275/35ZR19, date code 2113, and are at 4/32 (still have a little life). Fronts are

235/35ZR19, date code 5913, and have 7/32 tread (less than half worn). Asking \$275.00 contact Steve Fowler 928-478-6676



### Final 2017 Newsletter Farewell

Seasons Greetings fellow club members.

As we come to the end of 2017 and the end the 8 page newsletter, 2018 will begin with a smaller newsletter which will consist of 4 pages. The info on the first page will be pretty much what you are used to. The second and the third page if needed will be on the upcoming activities for the club and Upcoming Car Shows (it's part of the activities). Part of the third page will be for the Swap 'n Sale. The fourth page will be on any one of the following, Car Trivia, Member "In the Headlights" (if you haven't been highlighted please send me your story). If a tech question comes up and Steve Fowler would like to address it then it will be on page 4. As I said it will change from month to month. Always open to your suggestions on topic items or info to add to the newsletter. Wishing you all a very Merry Christmas and a Healthy and Happy New Year! MF



Please bring to the January 3rd Meeting a new filled out Application Form **OR** mail it in by February 7th. To the P.O. box address below. The board needs to make sure everything is updated and ready for the 2018 year.

Application below is also available on the clubs web site. <http://clubs.hemmings.com/rccac/>



**Rim Country Classic Auto Club**

P.O. Box 2853, Payson AZ 85547

**Membership Application Form**

**Annual Dues:** individual membership \$20.00 **OR** Family/couple membership \$30.00

Date: \_\_\_\_\_

Member Name \_\_\_\_\_ Birthday M \_\_\_\_\_ D \_\_\_\_\_

Home Address \_\_\_\_\_ Town \_\_\_\_\_ Zip \_\_\_\_\_

Mailing Address if not the same: \_\_\_\_\_  
 \_\_\_\_\_ Town \_\_\_\_\_ Zip \_\_\_\_\_

Preferred phone for clubs directory \_\_\_\_\_

E-mail address: for club updates and newsletters \_\_\_\_\_

Spouse or Partners Name \_\_\_\_\_ Birthday M \_\_\_\_\_ D \_\_\_\_\_

Preferred phone for clubs directory \_\_\_\_\_

E-mail address: for club updates and newsletters \_\_\_\_\_

Other Family names living with you: \_\_\_\_\_

Classic Car or Cars

Year                      Make                      Model                      Stock or Modified

Year	Make	Model	Stock or Modified

Auto Skills: \_\_\_\_\_

Other Hobbies: \_\_\_\_\_

----- Official Club Use -----

Dues Paid Date: \_\_\_\_\_ Check # \_\_\_\_\_ Cash \_\_\_\_\_ Treasurer init. \_\_\_\_\_