



Traveling with the

# Rim Country Classic Auto Club

Payson Arizona

RIM COUNTRY CLASSIC AUTO CLUB NEWSLETTER JANUARY 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!

RCCAC meets at 6:30p.m. on the first Wednesday of the month at Tiny's Restaurant, 600 E. Hwy. 260 in Payson



### RCCAC President Mary Cailey

I hope everyone had a wonderful, peaceful, and joyous Holiday season and is looking forward to what will happen in 2017.

I'm excited to see what this year will bring to the RCCAC. The 2017 Board met a couple of weeks ago and we spent a few hours going over modifications of things the Club has been doing and initiating new things for this year.

Our goal for this year is to increase membership and meeting attendance by 20%. We'll be trying to get younger people interested in joining the Club. As we all know, we Club members are getting older and it's getting harder for us to do the physical things necessary in the Club, such as helping with the Car Show. Younger members will bring fresh ideas as well as strength!

You'll see a few changes in the monthly meetings, nothing drastic, but we feel they will enhance the meetings.

We'll continue to have one or more activities per month, such as show 'n shines, lunch and dinner cruises. Sandi Gunderson, our new Activities Coordinator, has some pretty exciting plans and new adventures for us.

This year we'll be having our 24<sup>th</sup> Car Show with a few changes. It will be two days long, Friday May 26<sup>th</sup> and Saturday, May 27<sup>th</sup> and it will be held at the Mazatzal Casino. Byron Gunderson is the Chair of the Show and is doing a great job planning the activities.

I'm inviting any member to let me know if you agree or disagree with how we'll be doing things at the meetings or any of the planned activities. This is your Club and you have the right to speak your opinions as well as making suggestions as to how to improve the meetings or events. I can be reached at 630-878-4104 (cell), 474-3560 (home) or e-mail: [marycailey@yahoo.com](mailto:marycailey@yahoo.com).

It'll be an exciting year for the RCCAC, I hope you're all looking forward to it!



### 2016 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	480-232-7869 dsdwallace@gmail.com
Director	Butch Tucker	480-694-1229 butchr51@hotmail.com

#### Car Show Director for 2017

Byron Gunderson	928-476-2168 a57chevyman@q.com
Co-chair Ken Gunderson	928-595-1980 kkg1077@hotmail.com

#### W.O.W Coordinator

Sue Hedman	928-476-3060 thundermtn@live.com
Newsletter Margie Fowler	928-478-6676 margiefowler@suddenlink.net



Trivia Question page is different this month. Questions are taken from the AZ DMV drivers test book.

Questions and Answers

on page #6



# FROM THE GLOVEBOX



## UP COMING ACTIVITIES

### JANUARY AT A GLANCE

- 4th Membership meeting 6:30pm
- 4,11,18,25 - DQ 12 noon - for all.
- 12th-WOW 11:15am. Chili's  
note: the time change  
see the WOW AD



**Change of Event Notice:**  
Movie will be on either the 2nd or 3rd Saturday of each month.



### MOVIE OF THE MONTH

The movie is voted on at the monthly club membership meeting. It' will always be on either the 2nd or 3rd Saturday at 10:am and is announced via e-mail.

**Make sure your e-mail is up to date!**  
\$7.00 gets you the movie, a small drink and a small popcorn.  
**See you at the Movies!**



The activities for January will be our usual trip to the Theater which will be the **2nd OR 3rd Saturday** of the month. This month I have set up a lunch at Mackey's after the movie.

January came pretty quick so at the meeting I would like to discuss what would be a good day trip so come with your ideas. Margie & Steve meet up with others at **Dairy Queen every Wednesday** at noon and thought it would be nice to invite everyone to have lunch or ICE CREAM or both, good visiting and catching up time for all.

See you at the meeting and have a Happy New Year. Sandi

### 2017 Club Directory NOTE:

A picture of each club member/couple is being added to this years directory.

I need your help with these pictures. I have taken some pictures at our last activity and more will be taken at the January membership meeting. I have gotten some from your Facebook page and some from past activities.

*It would be a great help to have your picture so we all know who each other is.*

If you have a picture you would like me to use please e-mail it to me.  
[margiefowler@suddenlink.net](mailto:margiefowler@suddenlink.net)

# JANUARY

## Birthdays

- 05- Ken Tozi
- 07- Doug Johnson
- 10- John Johnson
- 12- Shirley Bertram
- 12- Pete White
- 13- Wendy Trainor
- 15- Alicia Corpe
- 19- Phyllis Brasch
- 22- Jodell Ashford
- 30- Steve Johnson
- 30- Bev Tozi

## Happy Birthday!

### WOW Women On Wheels

We decided to change it up a little for our Jan. luncheon. We will be meeting at Chili's a little earlier for lunch and follow it with a movie.

Lunch will be at 11:15 Thursday Jan 12th and those who wish to go see a movie after lunch will carry on.

The movie is TBA. Will see what's playing as we get closer to the date. Please let me know if you will be coming and if you are bringing a guest.

Sending along my very best wishes for a healthy and happy new year.

Happy trails to all!!!

Sue Hedman



# News from the Backseat



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Hello to all the ladies of the car club. We had a fun Christmas luncheon to end our year. Fargo's was lots of fun and enjoyed our time together. Everyone was in the holiday mood and even wore their "ugly" holiday sweaters for the contest.

As you might have guessed, Mary Cailey did it up big time!! Not only with her sweater, but her Christmas hat that took special honors!! Way to go Mary!! She was awarded a beautiful poinsettia plant.



## 2016 RCCAC X-mas party report

Hi All! The 2016 RCCAC Christmas party was a real blast! Over 50 club members attended this year at the Payson Elks club. The food was delicious and the service was great. Thanks Elks club!! The scrumptious desserts were provided by the members ( Mary's chocolate chip cookies went fast ). As always, the "white elephant" gift exchange was a lot of fun with some gifts being exchanged *many times*. Kudos to Sandi Gunderson for doing a great job keeping the evening's festivities rolling along.

All in all, a fun time was had by all.

John Cailey

# IN THE HEADLIGHTS



Let me (Martha) share the start of my interest in Classic cars:

My father was a body shop manager and as a child, I can remember many cars he restored and brought home, only to sell to the first interested buyer! I saw every classic car possible with the exception of foreign made vehicles

(my father was very anti foreign!!) and NO convertibles (they were not safe).

As I grew up, my boyfriend and first husband liked my father and asked to learn the body business, so he began working in car repair. Before I knew it, we were restoring and selling classic vehicles for extra money! I preferred Chevy's, so our focus was mainly the 396 SS Chevelle. My favorite was a metallic purple one with black interior and was used quite often to get my first son to sleep. When he cried (which was a lot with colic), we would put in him the car and drive around until he went to sleep. This car did not have A/C, so as Kansas can get very hot and humid, it was in line to sell. We sold and bought many a car back then. I started wanting new vehicles with all the creature comforts and A/C and sold off the old.

It wasn't really until I married Pete, who had a 59 Chevy truck, that the old classic vehicle bug bit me again. Pete wanted a 1964 C10 truck that a neighbor used as a farm



truck and of course what I heard when discussing money was " it's a great every day driver and there is nothing needed on this truck. About \$9000 and 5 years later, he has a beautiful new interior, newly painted and overhauled truck!

Then, I had a chance to purchase a 1960 corvette for restoration from a lady friend, who's husband started to restore and became ill and passed before finishing.



I promised her that we would finish it for him and she will get first ride when completed. My all time dream was to redo this car by the time I retired, take it all over the US to see my bucket list of friends and sites with my honey. Well five years later, it's painted, a new suspension, engine and transmission under the old body and is being wired and finished for new interior and top. New goal is for this car to be ready to a long trip back to Virginia to a family reunion in 2017. Praying for completion by May 1st!!

In the mean time, Pete is planning out his new project on his 1959 Chevy Apache short bed truck...will be interesting to see what he does to that classic...I want classic paint and looks, he wants to rat rod it black...who do you think will win out?

Martha and Pete White





# Tech Tips

BY STEVE FOWLER

As mentioned in last month's tech article, I'm planning to do several articles on fuel injection. Let's start with the why – why is fuel injection worth considering for your "hot rod"? Mostly for the same reasons that auto manufacturers made that

move in the 80's – economy, drivability, and the one factor most hot rodders would say they don't much care about, but should – exhaust emissions. Why should you care? Because the poisons we used to dump into the atmosphere with our old carbureted cars represent not only a danger to ourselves and our children, but are also a waste of fuel that certainly hasn't gotten cheaper in our lifetime.

The driving force behind the manufacturers shift to fuel injection was emissions, and the heart of our emission systems since the mid '70s has been the catalytic converter. The old carburetor, while an amazing device, was just not accurate enough to feed the cat with the diet it prefers for most efficient cleanup. The cars from the early '80s were equipped with feedback carburetors that were more accurate, but also complicated, and with complex air injection systems to try to provide a better "diet" to the cat. Fuel injection can take care of those issues more effectively, with way fewer moving parts, and also improves drivability and economy at the same time. But since they operate through the "magic" of electronics, they have scared the H out of most of rodders (pun intended) for 30+ years now. So let's see how it works.

Fuel injection systems, generally speaking, actually emulate the carburetor. A carburetor measures the air coming through the venturi, and using the roughly proportional vacuum thus created, meters in fuel. Because this is only a rough measure, we have other parts of the carb that keep it running under low air flow conditions (idle), transitions (accelerator pump), cold starts (choke) and max

power (power). The fuel injection systems also have to measure the incoming air, and this is done in one of two ways. You can either measure the air with an air flow meter (mass airflow or MAF) or calculate it based on other measurements, a system known as speed-density. Nearly all fuel injection systems use one of the two. With the amount of air

quantified, you then only have to adjust the pulse width or on-time of the injector to deliver the right amount of fuel to match the entering air. To take care of the rich or lean requirements of the engine under various conditions, we use inputs from several key sensors. When I was teaching, we compared these inputs to the five human senses.

**They are:**

1- Engine speed (tach),

2 – Engine load - MAF or MAP (manifold absolute pressure – think vacuum corrected for altitude),  
3 – Throttle position (actually, the only input the driver provides),  
4 – Temperature- coolant and/or intake air, and last but DEFINITELY not least,  
5- the oxygen sensor, which measures the mixture AFTER the fact to allow for fine tuning and correction. I heard one instructor compare the first four to the husband setting the monthly budget, and the O2 sensor to the wife pointing out his miscalculations after the fact. And of course, guess who wins most of the time!

Each basic method, MAF or Speed Density, has its pluses and minuses. MAF has the advantage of actually measuring the mass of incoming air, and can better cope with cam changes and varying operating conditions, but they introduce a little air restriction, they are expensive and they tend to be a little less durable than other sensors. Nearly all current production cars use this method.

Most aftermarket systems use Speed Density, and with today's wide-band oxygen sensors, they can rapidly self-tune for best mixture under virtually all conditions. Speed Density measures engine load with a MAP sensor, and speed with ignition pulses or crankshaft/camshaft sensors that also give timing info, but then have to calculate incoming air based on engine size (displacement) and volumetric efficiency (cam characteristics, port sizes, valve sizes, and a whole bunch of other factors that vary) in order to come up with airflow, and that for years was the weakness in this system for aftermarket use. Every little change to the engine required remapping the airflow (commonly called tuning) to get it to run well. The wideband O2 sensor, first developed in the mid-'90s, changed all that by allowing self-learning for the computer under nearly all conditions. Initially very expensive, mass production and competition have made these sensors affordable, and the aftermarket has jumped on that technology to make systems that literally tune themselves as you drive. Another factor worth considering is WHERE do we deliver the fuel. The simplest approach dumps the fuel into a central location, but then leaves it to the manifold to distribute it evenly under all conditions to the cylinders, just as we did with a carburetor. While fuel injection does a better job of managing overall mixture and can better atomize the fuel, some cylinders will run richer and some leaner, requiring an overall richer mix to make it run really well. Port fuel injection, where the fuel is delivered to each cylinder right at the intake port, is a much more accurate system. Unfortunately, it is also more complicated and expensive. The aftermarket has both types available, so "ya pays yer money and ya makes yer choice".

This has been an overview of FI, and why it has become universally used on new cars for 30+ years. Next month I'll get into more specifics of what the sensors do and how the system uses that info. It can be a very complex subject, but the good news is that today's systems take away the need for in-depth study to utilize this technology. When they advertise "plug-and-play", it can be just that. Very few of us are masters of computer programming, but most have figured out how to check e-mail or write a letter on a computer. Same principle applies here. FI systems are now only a little more expensive than a racing carburetor. Until next month, be thinking – could there be fuel injection in the future for my old ride?

Happy motoring. SF



How are your AZ driving skills and knowledge of the AZ traffic laws?

We will be adding a test here and there during the year to test your knowledge.



# Car Trivia!



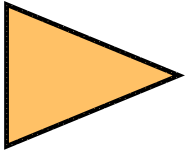
## Knowledge is POWER! Be safe too!

### Pick the best answer

- 1) A school bus is picking up or dropping off children, you must:
  - a) Stop regardless of your direction of travel.
  - b) Stop if you are driving in the same direction.
  - c) Slow down and be prepared to stop.

- 2) The speed limit when approaching a school crossing is:
  - a) 10 mph    b) 15 mph    c) 25 mph

- 3) A sign with this shape means:



- a) No passing zone.
- b) Right turn permitted on red.
- c) Yield right-of-way

- 4) Unless prohibited by a sign, you may turn left on a red light:

- a) From a two-way road to a one-way road
- b) From a one-way road to a one-way road
- c) Except in a school zone

- 5) You are required by law to notify MVD (Motor Vehicle Department) within \_\_\_\_ days of any change to your address:

- a) 10 days    b) 30 days    c) 45 days

### Answers:

- 1 - a
- 2 - b
- 3 - a
- 4 - b
- 5 - a



## John Turner

4/30/??  
To  
12/27/2016



In Loving Memory

From fellow car club members Pat & Elaine Carr- Show Low AZ

It is with great sadness that we learned of the passing of Rim Country Classic Auto Club member John Turner on December 27th. John had the best sense of humor of anyone that I have known. He often tried to sell my car for \$5,000 at car shows.

John was a Submarine Sailor during the Viet Nam War and an avid car guy. He built a beautiful 1941 Medium Blue Chevrolet 2 door Sedan Street Rod.

John will be missed, but at least now he will no longer suffer.

**Memorial Services to be held in February. TBA via e-mail.**



# LOOK

Looking to sell parts OR Looking for parts!

1960 Ford F-350 pickup.  
Ground-up restoration,  
292 V-8 engine completely overhauled, HD manual 4-speed transmission,  
new upholstery, 8-foot bed. Is on 4 straight wheels, has a set of dually  
wheels. Original Academy Blue paint. Asking \$16,000.  
Call John at 474-8305, or e-mail at [oldbuck8247@yahoo.com](mailto:oldbuck8247@yahoo.com).



Custom/Concept Sports Car.: Allan Sicz. is a retired Senior Engineering Associate/Car Fabricator (GM Desert Proving Grounds—Arizona). Allan built this car from the ground up. He built this Concept Sport Car in his workshop and completed the final design changes over the last five years. The car price is \$50K or best offer. For all the specifications contact- Allan, cell phone number is 406-366-2859. or his brother Ken who is helping him sell the car he can be reached at [ksicz@npgcable.com](mailto:ksicz@npgcable.com) or my cell phone 480-209- 2816. Ken has more info and pictures to share.



2- 15X7 Chevy rally style wheels with dual bolt pattern - 5 on 4 1/2 and 5 on 5 3/4.  
Excellent condition. \$60 for the pair

Two sets of "Yukon" diff gears for a Chrysler 9 1/4 rear end ( 3.90 and 4.10) \$50 each.

Two fiberglass lo bucket seats (Speedway #1412400 ) and black seat covers ( #1412408). New! \$150.  
\$230 if you buy them from Speedway.

16 inch chrome electric fan (2100 cfm ). Speedway #91015499-16. New! \$50. Call John Cailey [928-474-3560](tel:928-474-3560)

Selling my 59 Studebaker Silver Hawk. Engine is 259 V8 with 3 on the tree with O.D.  
Newer maroon upholstery and headliner inside. Radio, usual under seat heater with  
A/C. Color is Studie Arctic White. Has 4 bbl Holley carb and runs well but not a hot  
rod either. Asking \$15 k for it. Just back from the painters.  
Call Al at [503-702-0685](tel:503-702-0685) or mail at [agd931@gmail.com](mailto:agd931@gmail.com).



Hedman headers for a small block Chev with bolts. \$50. Call Ken Tozi at [928-970-1700](tel:928-970-1700)

## NOTE:

If you want to advertise or remove your ad please send an e-mail to

[margiefowler@suddenlink.net](mailto:margiefowler@suddenlink.net)

not the clubs e-mail!



Please bring to the January 4th Meeting a new filled out Application Form **OR** send in by January 28th. The board needs to make sure everything is updated and ready for the 2017 year. Application below is also available on the clubs web site. See the bottom of this page for address.



**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

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

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

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

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

**Meeting Minutes can be reviewed on the clubs website:**  
<http://clubs.hemmings.com/rccac/>