

Traveling with the

Rim Country Classic Auto Club

Payson Arizona

RIM COUNTRY CLASSIC AUTO CLUB NEWSLETTER

MARCH 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

For those who were at the February monthly meeting and filled out the surveys I had on the tables, I thank you. I learned quite a few things from the answers to the survey.

We had about 50 members in attendance and I got 26 completed surveys, 50% participation.

One of the things a few people did not think was necessary was the lesson about parliamentary procedure; why we read the meeting minutes and the treasurer's report and then ask for a motion and a second motion to accept the minutes and treasurer's report. Yes, it took a while to explain this procedure but it was done because a member had previously asked why this procedure was necessary and, as we learned, it is essential for the type of organization we are.

22 out of the 26 enjoyed the guest speaker and 20 of you would like to see it continued on a quarterly basis.

I will be asking you to complete surveys at future meetings so I can tap into your ideas, suggestions, or disagreements and then I can tailor the monthly meetings to your expectations.

As with any meeting at any club or organization, members will disagree, have different ideas, or will argue with things happening within the Club. Sometimes these differences will need to be discussed and come to a majority vote.

Again I say, this is YOUR Club and I value your opinion.

Happy St. Patrick's Day!

Mary



2017 RCCAC PIT CREW

President	Mary Cailey	928-474-35-3560
	marycailey@yahoo.com	
V.P.	Paul Jones	928-474-4420
	paul.jones489@yahoo.com	
Secretary	Steve fowler	928-478-6676
& Web Master	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	

What 1929 front wheel drive vehicle was named after an investor who was supposed to finance the manufacturing of this car?



ANSWER: on page #6

FROM THE GLOVEBOX



UP COMING ACTIVITIES

MARCH

AT A GLANCE

- 1 Membership meeting 6:30pm
- 9 WOW 11:30am (see ad bottom right)
- 11 Clarkdale Car Show- group activity
- 17 St. P-Day lunch at Kohl's Ranch
- 18 Movie 10:am Sawmill Theater
- Lunch every Wednesday at DQ 12:pm

Coming in April

April 29th

Mark your calendar

RCCAC **SPRING** BARBEQUE



- | | |
|------------------|--------------------|
| 1 Carlo Tozi | 27 Mary Phelps |
| 7 Charlie Halm | 28 Byron Gunderson |
| 8 John Vaca | 29 Mike Phelps |
| 12 Bob Walters | 30 Carl Curtis |
| 20 Ron Kotnik | 30 Sandi Gunderson |
| 25 Larry Braasch | |

Clarkdale Car Show-

Meeting at the Strawberry Market March 11th at 6:30am with members from Pine and Strawberry. We will be having breakfast in Camp Verde before going on to Clarkdale. Dinner in the Cottonwood area on our way home.

Put on Some Green and Help us Celebrate St. Patrick's Day!

Friday March 17th

Kohl's Ranch 1:00pm

Meeting at 12:15 at the parking lot east of McDonalds

Departing at 12:30

RSVP required to Sandi Gunderson 3/13



The movie is voted on at the monthly club membership meeting. This month the show will be on

Saturday the 18th at 10:am

\$7.00 gets you the movie, a small drink and a small popcorn.

See you at the Movies!

Going to Culvers after for Lunch!

WOW

Women On Wheels



Our March lunch will be at the Mogollon Moose Bakery. They have recently moved to a new spot. 407 W. Main street. The date is Thursday March 9th at 11:30. Remember, guests are always welcome.

News from the Backseat

Thanks to all you WOW ladies for attending our February luncheon at Gerardo's. Its always such fun to be with all of you sharing stories and laughter! Enjoy your early spring days, as I have seen some irises popping through the snow!!

Please let me know if you will be attending as I call ahead for seating!

Thanks
Sue Hedman
RSVP required



Remembering John Turner



The Memorial for John Turner, Saturday February 11th, was a beautiful ceremony. His younger brother, Bill, and sister told several funny stories about John. John's main loves in life were his grandchildren and fishing.

John was in the Navy for many years as a submarine officer so there was a military ceremony complete with the U.S. flag presented to Donna, John's wife, as well as a 21 gun salute.

The RCCAC was well represented with about 15 cars and 20 members.



VALENTINE DINNER

Valentine's Day Cruise to Diamond Pointe

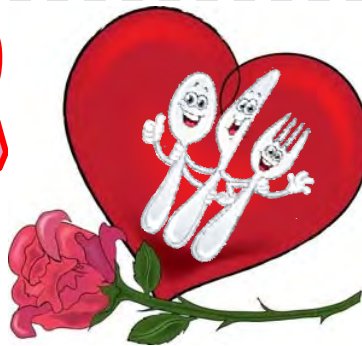
Even with a slight chill in the air, 17 couples made their way from the meeting spot on Hwy 87 and 260 through Star Valley and winding up at Diamond Pointe Restaurant. It's always great to see a line of classic cars on the highway and seeing the people staring back.

Upon our arrival, the back dining room set up and the staff was waiting for the group to be seated. Orders were taken for beverages, menus were distributed and Valentine's Day specials were announced. Serving a large group all at the same time usually has its draw backs, but for the most part Diamond Pointe did a good job.

Conversations began with your seated neighbors, Sandi Gunderson passed out special made valentine treats to the ladies, and before you knew it, 2 hours had passed and everyone made it back home safely.

It was a special time to spend with your valentine and enjoy some good times with RCCAC members. Good job Sandi.

Julius Zezima



REPORT

Some highlights worthy of reporting: As discussed in the last membership meeting, we will be having a "show within a show" of

Corvettes (all years). We are expecting about 50 entries from the Corvette Club. They will be having their own awards other than a "Best Corvette" to be judged by all entrants.

Culver's has signed on as a platinum (\$1000) sponsor, hooray! More info at the membership meeting.

IN THE HEADLIGHTS



Larry and Julie Coleman

1962 Plymouth Sport Fury Golden Commando Convertible



Larry and Julie bought their 1962 Plymouth Sport Fury Golden Commando Convertible from a junk yard in Napa, California in 1995. This is a fairly rare model, as only 1,516 Sport Fury GC Convertibles were made. The original color was red with a red on black interior. It has a 361 HP motor with a push/button auto transmission. All Sport

Fury's were equipped bucket seats and a front center console, and the original price tag was \$3,082. This one was in very bad condition with no working convertible top, and required lots of work to bring it back to life.

Fortunately the gentlemen they bought the car from just happened to know where there was another convertible "Fury" for sale so they had some additional parts. Since there are very few reproduced parts and NOS parts



were hard to come by, an additional 9 cars were ultimately bought for miscellaneous parts during re-construction. The last car was bought just to acquire 2 of the three Golden Commando Medallions. It takes real dedication to bring back to life one of these rarer cars, and the Colemans are very proud of their Fury.

Tech Tips

BY STEVE FOWLER

In this third segment on fuel injection, we will look at how the computer uses the signals from the key sensors to make calculations and decisions, and then how it operates the actuators (primarily

fuel injectors and ignition timing) to make the engine run at its best.

The amount of fuel delivered by a fuel injector, which is nothing more than an electric solenoid valve, is determined by four things. They are nozzle size, fuel pressure drop across the injector, pulse width (which is the on-time of each pulse in milliseconds) and the number of pulses per minute. To keep calculations simple, the nozzle is sized to provide enough fuel to feed the engine's maximum demand with a duty cycle (percentage of on-time versus off-time) of about 85-90%. Injectors need some off time to be consistent. The pressure difference across the injector is held constant by using a pressure regulator that fixes the pressure at a specified value. If it is throttle body style (injecting above the throttle blades into atmospheric pressure), then the pressure is a fixed value, and excess fuel is returned to the tank to maintain the set pressure. If it is port injected (directly into the intake port, which may be under vacuum) then the pressure is referenced to manifold vacuum – or pressure- to maintain a constant pressure difference. With those two variables fixed, the only ones that change are the number of pulses and the pulse width. The number of pulses is almost always tied to the number of ignition pulses, the **tach** signal. Usually at least one injector fires every time a cylinder fires. The tach signal is also used by the computer to determine how much ignition advance to allow based in timing maps in its programming (speed versus load). That leaves only pulse width to be calculated for our fuel delivery.

The primary determiner of pulse width is engine load. As we vary the throttle position, we vary the amount of air that will enter. But throttle position only tells part of the story, so is typically only used as a backup input if our load sensor has failed. The biggest determiner of pulse width is our **load sensor**, either Manifold Absolute Pressure (MAP) or Mass Airflow (MAF). The MAP sensor tells the computer that the air pressure (relative to a perfect vacuum) is increasing as the throttle is opened and air enters the manifold. The computer makes the pulse width follow this pressure, but corrects for the breathing ability of the engine based on its programming. Load also affects ignition timing, just like the old vacuum advance on older cars.

The **temperature sensor** tells the computer if the engine is cold, and needs additional fuel just like a choke would provide. It also affects the ignition timing, as a cold engine likes more advance. Also, air density decreases with temperature, so pulse width is modified downward as the engine or intake air gets hotter.



Throttle position was mentioned earlier, but is normally not a huge factor. But just as in a carbureted car, when there is a sudden change in throttle, something needs to happen. Just like a carb has an accelerator pump to give a shot of fuel to overcome the fuel that sticks to the manifold when the throttle is opened quickly, the computer sees the same action, and temporarily bumps up the pulse width. But one of the cool things about FI is that it can also do the opposite, and subtract fuel when the throttle is suddenly closed. In a carbureted car, a temporary rich condition exists then, which uses unnecessary fuel and causes pollution. FI fixes that nicely. Also, with a sudden opening of the throttle, the engine likes a temporary bump in ignition advance that makes it more responsive, something your ordinary distributor can't do.

The last key sensor is the **oxygen sensor**, which is used to automatically adjust the programming to keep fuel mixture right where the programmer wants it. As I mentioned earlier, it's like a budget manager that analyzes the outcome, then adjusts the program through a process called fuel trim. This is usually both a short term/ temporary alteration in pulse width and a long term (actually corrects the programming in memory) correction. When they all work together, they can keep the engine very happy.



But the best laid plans... So some of the problems we see are when sensors lie to the computer. Others are when basic assumptions in the program aren't valid, such as low fuel pressure or dirty or

leaky injectors. Let's quickly look at each sensor, and how they can screw up. **Tach**- stray pulses or missing pulses will result in extra or missing injection, as well as timing calculations that are bogus. **Load**- A MAP sensor or intake with a vacuum leak, a big cam, or a tired, poor breathing engine will trick the computer into seeing a greater load than is real and will drive the system rich. Hopefully O2 can correct it. **Temp**- If the wire falls off or the sensor breaks, it thinks it's 40 below and goes nuts. A shorted wire or sensor makes it think it's about 270 degrees. **Throttle**- These do wear out, and when they develop worn spots (usually right at cruise position) the signal drops off and the computer thinks the throttle is closed, then when it bounces back, it thinks you just slammed the throttle open. You can picture the result – a giant hiccup in operation. And lastly, the **O2 sensor**. Most common problem is an exhaust leak or misfire that dumps oxygen in the manifold (known as false air) and fools it into thinking more fuel is needed. The heaters in the sensors are prone to failure, and make them slow to respond. Also, contamination from any of the items I mentioned in last month's article will kill the sensor and make it sluggish. A sluggish sensor often results in a massive surge at idle as the mixture keeps overshooting rich and lean.

Like any system, things can and will go wrong. But as most of us know from our daily drivers, fuel injection is mostly a very trouble-free system. So if you're tired of pumping your car to life each day, and adjusting the choke with every season, and getting rotten mileage and stinky, dangerous exhaust, give some serious thought to switching your old ride to fuel injection. It's sure made me a happy camper.

Car Trivia Answer!

While the Great Depression meant the death of many automobile manufacturers and brands, it did not stop visionaries from dreaming about what the automobile should be like. William Muller, who had been educated at the Brooklyn Polytechnic Institute, was employed in the engineering department of Budd Body Company in Philadelphia, Pennsylvania when he came up with the visionary idea for a front wheel drive passenger automobile. He then convinced his employer to build the prototype. Budd could then sell the rights to the car to an automobile company which would contract to have Budd do the body work. Budd built both rail cars and automobile bodies.

Muller had first encountered a front wheel drive racecar—the Gila Monster—at a race in Texas. He liked the way it handled and dreamed of producing a front wheel drive passenger car. The passenger car, unlike the racecar, had to deal with potholes, hills, and the need to steer in more than one direction.

Using engines provided by Continental Motors, Muller designed the drive train for the innovative front wheel drive vehicle and Joseph Ledwinka designed the body for the car. In 1928, the prototype was completed.

The new car was to be powered by a 100 horsepower, straight eight Continental engine.

By eliminating the drive shaft from the engine to the rear wheels, the new car was significantly lower than other cars of this era: it was only 53 inches high as compared with an average of 60 inches for other cars. In the body design, Ledwinka eliminated running boards which emphasized the car's lowness.

One of the members of the Budd Body Company's board of directors, Archie Andrews, also sat on the board of directors for Hupmobile. Andrews, who is often described as a flamboyant pitchman and stock manipulator, saw great possibility in the new car and made it possible to present the concept to Hupmobile. Hupmobile, however, said "no" to the concept.

Andrews, in spite of Hupmobile's refusal, felt that the concept was sound. Andrews and Muller then formed New Era Motors to market the car. To support the new company, Andrews hoped to recruit William V.C. Ruxton as an investor and so he named the new car the Ruxton.



Ruxton, however, decided not to support the project, but the car continued to carry his name. Unhappy about the fact that the car carried his

name, Ruxton sued Andrews for the purpose of stating that he had nothing to do with Andrews or the car.

Moon Motors of St. Louis agreed to build the Ruxton in November 1929. Moon, however, had reached its peak production in 1925 and by 1929 was nearly out of business.

Moon was hampered by antiquated equipment and was unable to compete with other automobile manufacturers. In order to facilitate the production of the Ruxton, Andrews began buying up the company's stock and eventually assumed control of the company. It was not a friendly takeover and Moon's president, C. W. Burst, barricaded himself in the company headquarters in protest of the takeover. Andrews had to break in with the help of the police. There were lawsuits and counter lawsuits which were not finally settled until 1965.

With Moon failing, Andrews turned to Kissel Motors of Hartford, Wisconsin to produce the Ruxton. Kissel had already agreed to produce the car's transmission and running gear. The Ruxton went into regular production in 1930.

The Ruxton had both strengths and weaknesses. One of the car's shortcomings was the Woodlight headlights which looked much better than they performed.

Ruxton owners with these headlights (not all came with them) quickly found that they had two choices: they could have the car retrofitted with normal headlights, or they could restrict their driving to the daylight hours.

Some of the Ruxton models featured broad bands of white intermixed with vivid colors which lengthened the appearance of the car. Joseph Urban, a noted state designer and architect, designed the paint scheme.

As with Moon Motors, Andrews grew impatient with Kissel and began buying up stock in preparation for another takeover. The Kissel brothers rebelled at the hostile takeover attempt and filed for receivership in November 1930. Production of the Ruxton was abruptly halted. The actual number of Ruxtons produced were 96. Today, there are only 19 Ruxtons still known to be in existence.





Looking to sell parts OR Looking for parts!

1930 Model A Ford Coupe. 348Dodge engine , 5 speed overdrive 8" Ford rear axle, Heat and Air.
Asking \$24000 Call Randy for more pictures and info. 828-978-5532



1960 Ford F-350 pickup. Ground-up restoration, 292 V-8 engine completely overhauled, HD manual 4-speed transmission, new upholstery, 9-foot bed. Is on a 4 st5raight 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.

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 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

NOTE: If you want to advertise or remove your ad please send an e-mail to margiefowler@suddenlink.net not the clubs e-mail.



Upcoming Car Shows

March

4	Phoenix, Az.	Chester's Classic Car Show
10-12	Scottsdale	GoodGuys
11	Clarkdale AZ	Clarkdale Car Show- RCCAC group activity
25	Goodyear, Az.	Cruiz'n To The Lakes car show

April

2	Tempe, Az.	Copperstate Roadrunner
8	Safford Az.	Cruisin into Spring Car Show & Swap Meet
22-	Fountain Hills	Collector Car Show
29	Prescott, Az.	6th Annual Cruise-In For The Veterans Car Show

May

5 - 7	Seligman, AZ. - Kingman, Az. - Topock, Az.	Historic Route 66 - Fun Run
12-13	Payson, Az.	Beeline Cruise-In Car Show
20	Prescott Valley, Az.	The Home Depot 4th Annual Classic Car Show
27	Alpine	Blast From the Past Car Show

June

3	Show Low	Cruz'n The Rim
10	Holbrook, Az.	Rt. 66 Festival and Gunslinger Car Show

www.cruisearizona.com

www.cruisinarizona.com/carshows.html

If interested in going as a group, contact **Sandi Gunderson**
to see if something can be arranged for a group caravan.

**If you know of any upcoming car shows that need to be listed.
Please let Margie know as soon as possible to add them to the list.**

Directory Updates:

As we have new members and updates on those who are missing from the 2017 directory they will be added to the monthly newsletter.

Please print out this page and cut and paste/glue it into your directory. It is sized to fit.



McEvoy,
Mary Helen
480-510-7486



Coleman,
Larry & Julie
928-951-4884

Club Jackets

If you are wanting to get a club Jacket, orders are being taken now. The embroidery on the Jackets require a minimum of 12 to get the job done.

If interested please give Ken Tozi a call 970-1700 Members are awaiting for the required number to fill, they want their jackets.



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