

# Traveling with the Rim Country Classic Auto Club

Payson Arizona

RIM COUNTRY CLASSIC AUTO CLUB NEWSLETTER NOVEMBER 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



Have you ever realized how diverse our Club is, unlike the Corvette

or Mustang Clubs where there is only one model of car belonging to the members?

We have early 1900s cars to late 1900s cars, from Chevys, Fords, Pontiacs, Plymouths, Buicks, MGs, etc. owned by our members. We make such beautiful caravans to our various events because of this diversity. You notice the 'thumbs ups' and pointing fingers as we sail by other cars on the road.

Not only do we have diversity in our cars but also in our Club members. We have members who were teachers, some teaching Auto Shop, some engineers, those representing Union workers, salespeople, those who "cranked wrenches" their whole lives. We have old drag racers, midget racers, bikers, pin strippers, woodworkers, owners of companies, web masters, Veterans, I.T. people, and the list goes on.

It sometimes astounds me to think of the wisdom, knowledge, and experience that we have in our Club and to extend it further, in our Community. Since 40% of the Rim Country is over 65 years old, we "Seniors" have a lot to offer!

Happy Thanksgiving Everyone!



### Trivia Question

What Automaker got one of the most enduring corporate symbols in American history?

Answer on Page #6



### 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
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Movie Coordinator	Martha White	928-300-3870 msanders.white@gmail.com
Newsletter	Margie Fowler	928-478-6676 margiefowler@suddenlink.net



# FROM THE GLOVEBOX



## UP COMING ACTIVITIES

### NOVEMBER

#### AT A GLANCE

- 1- Membership Meeting 6:30
  - 3- Mikes Fish & Chips 4:30pm
  - 9- WOW Mogollon Moose 11:30am
  - 10- Vets to Lunch
  - 15- Christmas **RSVP** & dinner choice due.
- See bottom of page #8 for RSVP request

#### Coming in December:

**Annual Christmas Dinner Party  
Wednesday December 6th 5:PM**



The movie is voted on at the monthly club membership meeting. It is usually 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!**



## Birthdays

- 2- Doug Magnuson
- 11- Darrel Wallace
- 13- John Cailey
- 16- Karen Bruns
- 16- Margie Fowler

- 23- Boyd Miller
- 24- Sue Hedman
- 25- Ron Horejsi
- 26- Steve Fowler
- 26- Bob Halgren



### Club Takes a Vet to Lunch

Each year the club hosts a luncheon where invited Veterans are taken in our classic cars to a designated place for lunch. This year is no different. We meet on November 10th, at the Payson

High School Auditorium. Program starts at 10am and is finished by 11 to 11:15. I have 34 Veterans this year.

**Help is needed from all club members** to help take Vets. It would be great to have as many cars as possible, even if you don't take a Vet. Let the clubs presence be seen. Sandi will need to know as soon as possible if you can help out.

Helpers please come a bit earlier so you can be paired with your Vet, that way they know who they will be riding with after the program. Please park in the North lot off of Longhorn close to the building.

**Our own club members who are Veterans are invited as our guest for lunch as well. Please let Sandi know who you are.**

This year we are going to the Mazatzal Casino for lunch. If your Vet needs a wheel chair the Casino has them available at the east door.



## Annual Christmas Dinner Party

**Wednesday December 6th**  
Chaparral Pines Clubhouse

**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.

See page #8 for RSVP, menu choice and \$\$ due 11/15



# News from the Backseat

## Fall BBQ

The 2017 RCCAC Fall Fling, October 8<sup>th</sup> was held in Pine at the Ramada. This annual cook-out celebration was again an incredible success with 45+ people attending. Wonderful community with car club members and guests.

Our President,

Mary Cailey, made announcements and a resounding round of applause was heard in appreciation of our planning, organizing and assisting volunteers for the event including Carl Curtis, Al Isham & John Cailey. The hamburgers, hot dogs and fixins' were cooked to perfection and the desserts provided by the club members offered incredible variety. Many of the club members classic cars were

parked around the Ramada area. What a beautiful sight!

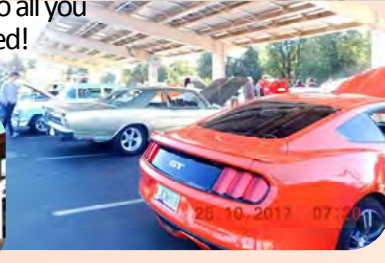


## Payson High School Fall Mini Show and Shine



We had a great turnout of 15 cars, gave the students a pep talk about potential careers in the automotive field, then had them come and ogle our cars and ask whatever questions they had. Several expressed interest in joining the club, which is exactly what we hoped for. Thanks to all you drivers who attended!

Steve F



Seven gals met up in Pine at the County Inn Pizza Place. Lots of catching up was needed since we had been on vacation for the summer months. It was fun to find out what was new in their lives, where everyone had gone and what they had done.

There are great ladies in this club and we encourage each of you gals to join us for these fun outings. Next month we will be at the Mogollon Moose on Main St. on joining us.





# IN THE HEADLIGHTS



Margie Fowler

The Packard slogan says:

ASK THE MAN WHO OWNS ONE

Well in this case it should read:

ASK THE "WOMAN" WHO OWNS ONE



About 18 years ago while we were living in Ukiah CA, my husband Steve had to have a 4-way bypass and after he was back on his feet he was wanting to have something to do. He had completed a 1926 T Track roadster. It was a fun "little" car to drive around town but out on the open road it was murder on the body and face. I had asked if we could have something that perhaps had a top, doors, fenders and A/C, just the normal things a woman requires to make life and driving more comfortable. The hunt was on to find something that we both thought might be a good project. Steve found an ad for this 1935 110 touring Packard in the Napa Valley. I had no concept of what it was to look like. The only thing I knew about them was that my father had a 1934 convertible coupe as a young man and had left it by the side of the road and walked away from it because of some mechanical problem that he just didn't want to deal with anymore. I know "HE LEFT IT ON THE SIDE OF THE ROAD!"

Out in the countryside of the Napa Valley we went to see this great find that my sweet husband had seen the ad on. Upon arriving there and seeing what we were going to be considering for our next project my first thought was, "OMG (goodness), has the man lost his mind?" I really didn't see the vision at the time. "OK, dear, if you think this is something you want to do." There was another body (a coupe) in even worse shape that came home with us for spare parts.

The work began and 4 years and 4,000 hours later a Pearl emerged. She ended up with an injected 350 Chevy, overdrive, Mustang II front suspension, Ford rear axle, A/C (of course), Subaru seats, and parts from dozens of other cars. We had a lot of fun shopping at the junk yards.



Pearl is my car since she is named after me (that's my middle name). I'm the one who chooses the color schemes on all of our project cars. After Steve was sent to pick out the paint for our home in Safford and he came home with baby blue for a 1935 storybook home I said to him you are not allowed to choose colors for anything else anymore. If you let him pick out a color it will usually be some shade of blue.

Our first car show to attend after completing Pearl was in Fortuna CA up on the north coast with about 700 + cars and there she won the Best of Show. She seems to do pretty well at any show she has gone to. We have driven her to several states and she was the vehicle that brought us here when we bought our home here in Payson 12 years ago. She loves being out on the open road. She had her damaged fenders repainted in a light silver gray in July so she would be ready to go to Louisville KY in August for the NSRA show. We love driving her and getting those smiles, thumbs ups, waves and honks (OK the honks are a bit annoying) from people along the way. ASK THE "WOMAN" WHO OWNS ONE.



I have been looking for a coupe for us to do next and have looked for quite a long time. We have now acquired a 1936 Dodge coupe to start on for our next project. She is not in as bad a shape as Pearl was and trust me I can see the vision for her, most of the trim is there. We found someone who had a spare grille in better shape than ours and all the extra pieces we are needing. The hood ornament of the Ram was missing; we found one on e-bay that came from England of all places. We are excited to get going on her soon.



# Tech Tips

BY STEVE FOWLER

## UNDERSTANDING SCRUB RADIUS

*Over the years I've worked on many cars that have had the suspension systems modified to try to improve either the looks*

*or the handling of the vehicle. Usually the efforts are reasonably successful, but sometimes unforeseen problems rear their ugly heads.*

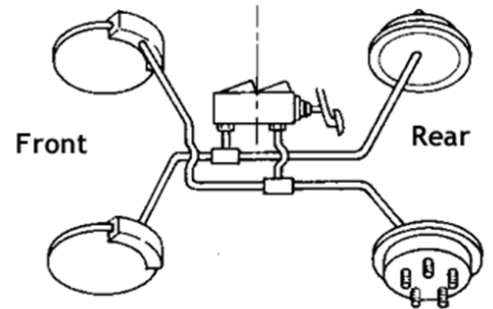
Custom wheels and oversized tires can look good and give a vehicle a unique appearance. But it's what you can't see that can become really ugly, especially if the alignment and suspension angles have become altered in the installation process.

Where wider tires and wheels have been installed, it is likely that the offset of the new wheels has moved to accommodate the increase in rim width. The change in the offset moves the mounting flange of the wheel and changes the point where the tire centerline meets the ground. The wheel assembly pivots around the point where the steering axis intersects the road. The steering axis is a line established by the position of the upper and lower ball joints in the case of a short/long arm suspension, or by the upper pivot bearing and lower ball joint in a strut-style suspension. The difference in location between the tire centerline and the steering axis is called the scrub radius, because when the wheels are steered back and forth, the tire scrubs around the steering axis. A change in rim offset can create a scrub radius change that will affect tire wear and can also cause a change in stability, and may also cause a loading pattern on wheel bearings that can result in premature failure. If the steering axis intersects the pavement to the inside of the tire centerline, it is termed a positive scrub radius. This is typical of older, rear-wheel-drive vehicles. If the axis intersects outside of the tire centerline, it is termed negative scrub radius, and this is typical of later-model,

strut-type suspensions, especially if they are front wheel drive.

Surprisingly, a zero scrub radius is not really a desirable situation, as it results in what is termed "squirmy" and I would call squirrely handling. A little scrub radius generates a slight steering load under braking that gives driver feedback, but if some is good, more is not always better. With a large scrub radius, as would occur if you simply put on wider rims that stick farther out (deep dish rims), any road shock applied to the wheel has greater leverage on the linkage, and can result in steering shimmy or just plain harsh steering on rough roads. In the seventies, we saw lots of this in trucks and vans that were fitted with wide rims and tires, and many ended up fitted with steering dampers as a band-aid approach to keeping the vehicle drivable.

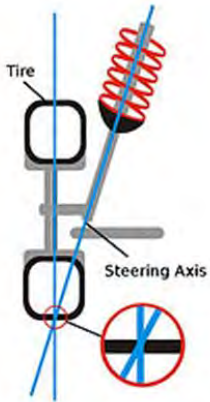
With a front-wheel-drive vehicle, the brake system is split diagonally (see picture) – left front and right rear on one circuit, right front and left



rear on the other. Manufacturers use a negative scrub radius on these vehicles to offset problems that occur if there is a brake failure or in case of a tire blowout. With a negative scrub radius, the forces that occur with a failure are offset somewhat and the car remains controllable. However, if some idiot has equipped his ride with little "weenies" that stick way out, thus causing a positive scrub radius, in the event of a failure the car will pull very hard to one side, probably ending up in a ditch or in the oncoming lane. Undoubtedly you've seen cars so equipped – it was all the rage with young drivers a few years ago.

So how do you avoid problems like this? If you are changing wheels and tires for whatever reason, try to keep wheel offset (not backspacing) close to stock, even if that involves spacers (not ideal) to make that happen. And try to keep tire diameter close to the same- with a positive scrub radius like most of our rods use, a larger diameter tire reduces the scrub radius and can make it end up zeroed or negative, and the cars handling can go to heck in a hurry. Remember that the guys who engineered it in the first place are probably a lot smarter about this than most of us. And remember, just because it looks good, doesn't mean it will work good or drive nice.

Happy Motoring. Steve F



Zero Scrub Radius



Positive Scrub Radius



Negative Scrub Radius



## What Automaker got one of the most enduring corporate symbols in American history?



In 1929, rising young sculptor Avard T. Fairbanks arrived at the University of Michigan-Ann Arbor to head up the sculpture department. He needed a more reliable car than his 1928 Willys-Knight, which wouldn't start on cold winter mornings, but in the Depression, he didn't have money to get one.

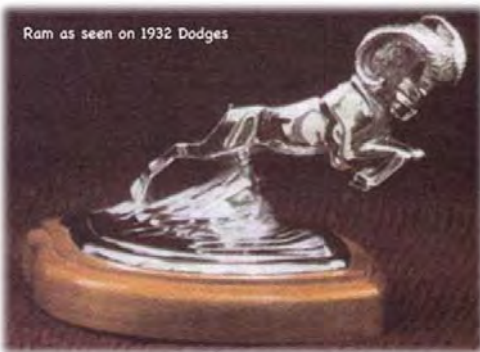
Fairbanks reasoned he could design a radiator cap ornament in trade for a new automobile. Chrysler Corporation, in nearby Highland Park, was an up-and-coming auto maker, with innovative engineering and designs; but its radiator caps, with their little Viking wings, needed improvement. Avard Fairbanks was just the artist to replace them with sculptural masterpieces.

At Chrysler headquarters, he was told they were about to introduce an all-new Plymouth, the PA series, featuring Floating Power (which meant shock-absorbing engine mounts). "The Smoothness of an Eight with the Economy of a Four" was the advertising pitch. Could he symbolize that in a radiator cap ornament? Fairbanks designed a little mermaid (of Norse mythology) coming up out of a swirling wave...then gave her the wings of an eagle. The mermaid was a hit: Floating Power, indeed!

In return for his work on the little mermaid, Fairbanks was paid with a handsome, red 1932 Chrysler Royal Eight. Over the years these radiator caps have come to be known as "the Flying Lady." Only the Fairbanks family knows who she really is. Take a close look, the next time you see one; take a closer look at the point where her hips emerge from the swirling waves and where her tail disappears topside. Notice the little ridges that represent her fishy scales. She's a mermaid, all right!

The 1931 Plymouth was a runaway success. It pushed Buick out of third place and thrust Chrysler Corporation into the Big Three of auto makers. Walter P. Chrysler may have thought its success had to do with his engineering features such as hydraulic brakes, free wheeling and Floating Power, but Avard Fairbanks, never averse to taking due credit, always said, "Everyone just loved my little mermaid." There is a feature of the Little Mermaid on which almost everyone seems compelled to comment. It's not about the feathery pattern on her wings, nor her flowing wavy hair, nor her graceful emergence out of the waves. It's about her healthy torso! Fairbanks reply spoke strongly in her defense: "She's a mermaid, and that's just how mermaids are!" Dispute that if you can. The "Little Mermaid on the waves," as a symbol of floating power and Plymouth, soon got lost on the marketing people at Plymouth. A line drawing of the design appeared on each page of the sales brochures of the PA models, but the Fairbanks design was used only on the 1931 PA and 1932 PB Plymouths. The 1933 design, which was taller and slimmer, was the work of someone else. By 1934, Plymouth ornaments had become sailing ships; winged ladies of various designs were reserved for DeSoto, until 1949.

Avard Fairbanks' work for the Chrysler Corporation was not over, however. As he recalled in a *Southwest Art* magazine: One evening I got an urgent call from the engineers at Dodge automobile company asking me to meet them in ten minutes. They explained that they had 10,000 cars that needed hood ornaments and that they wanted something as attractive as the ornament on a Rolls Royce, but for the cheapest car! I took along my clay and an animal book by my friend William Hornaday and spent the next several days at their headquarters. They brought in food and a couch and I went to work. I suggested a mountain lion, a tiger, a jaguar and other animals. Finally I started modeling a mountain sheep. When the engineers read that the ram was the "master of the trail and not afraid of even the wildest of animals," they became enthusiastic about the symbol. Walter P. Chrysler wasn't as convinced. But I explained that "It is sure-footed; it's the King of the Trail; it won't be challenged by anything." They nodded their heads. Then with a bit of corny humor, I added, "And if you were on the trail and saw that ram charging down on you, what would you think? — DODGE!" To which Walter Chrysler excitedly replied "*That's it! The ram goes on the Dodge!*"



Avard left his models at Dodge headquarters for a few months. When he returned he was surprised to see an assembly plant lot full of new Dodges with rams on their hoods. He immediately sought an audience with K. T. Keller, President of Dodge Division, who explained that in his absence, they had to move ahead, so their own designer modified the ram ornament for production. They had tilted the head down a bit more and pulled the horns away from the head, a suggestion Avard had made but thought would be too costly for production. In fact, it was an expensive item but so beautiful that new Dodge owners were constantly troubled with thefts of their rams. Thousands had to be produced as replacements.

Avard reminded Mr. Keller that copyright laws *do* apply to sculpture and artistic designs, and Mr. Keller very quickly offered to pay him with another new car. But with the big red Chrysler already at home, he asked instead for a royalty on the design. They finally settled on a check for the full retail price for a top-of-the-line Dodge Eight: \$1,400. For that amount (rather paltry by today's standards), Dodge got one of the most enduring corporate symbols in American history.

# Car Trivia Answer!





Looking to sell parts OR Looking for parts!

1969 Buick Wildcat Convertible. A real head turner! New top; 430 cid engine. 67,600 miles on it \$15000 OBO.

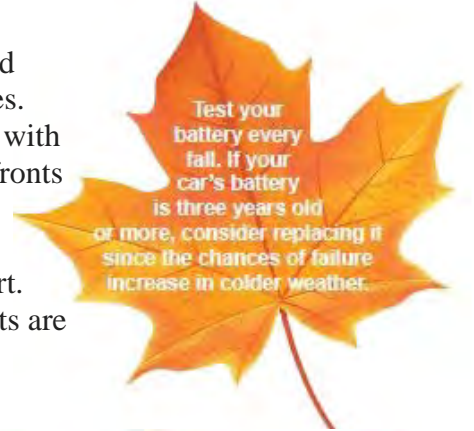


Contact Dwight Bare 480 620-4518 <mailto:tbare37@gmail.com>  
Bring cash and take it for a ride!



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



Test your battery every fall. If your car's battery is three years old or more, consider replacing it since the chances of failure increase in colder weather.



# Happy Turkey Day!

- Apple
- Blessings
- Cornucopia
- Cranberry Sauce
- Family
- Feather
- Give Thanks
- Gobble
- Greatful
- November
- Pumpkin
- Scarecrow
- Thanksgiving
- Tradition
- Turkey



B	P	N	W	E	S	S	L	S	Z	V	R	M	B	J
C	I	O	V	Y	G	C	G	W	G	N	F	P	K	C
L	T	I	D	U	N	R	T	C	H	R	A	B	H	O
L	K	T	G	O	I	A	X	S	G	P	U	X	H	R
D	N	I	N	U	S	N	L	J	I	X	I	L	G	N
B	T	D	I	V	S	B	U	R	V	H	Y	S	F	U
S	R	A	V	S	E	E	F	R	E	Q	L	C	E	C
P	E	R	I	P	L	R	E	L	T	X	I	A	A	O
B	B	T	G	U	B	R	T	B	H	Q	M	R	T	P
U	M	U	S	M	W	Y	A	Z	A	C	A	E	H	I
W	E	R	K	P	A	S	R	A	N	B	F	C	E	A
L	V	K	N	K	P	A	G	O	K	O	D	R	R	D
B	O	E	A	I	P	U	U	X	S	D	L	O	O	A
Q	N	Y	H	N	L	C	M	X	X	Y	T	W	E	T
S	U	J	T	E	E	E	E	L	B	B	O	G	L	E





# Upcoming Car Shows

## November

- 4- Cottonwood Classic Cars for Kids [Club Adventure](#)
- 11- Cottonwood Walking on Main Car Show—  
*Cottonwood HS raising money for their Hot Rod Club*
- 17-19 Scottsdale Good Guys Southwest Nationals

For more information on more shows and registration forms visit the web sites below:

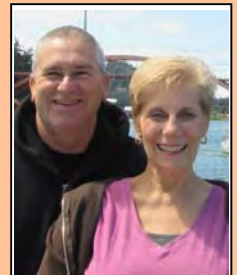
[www.cruisearizona.com](http://www.cruisearizona.com)  
[www.cruisinarizona.com/carshows.html](http://www.cruisinarizona.com/carshows.html)



### 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.



Rang,  
Steve & Cindy  
602-432-6347

Meeting Minutes can be reviewed on the clubs website:

<http://clubs.hemmings.com/rccac/>

Past newsletters can also be viewed and printed from the website.

## CHRISTMAS DINNER & PARTY (Print and fill out for each person attending— include a check or cash)

Choose one (no substitutes):

RSVP Deadline is November 15th

- Chicken Marsala in mushroom sauce, with mashed potatoes
- Atlantic Salmon, poached in white wine, with wild rice
- Prime Rib au jus with horseradish and twice baked potatoes

\*\*\*\*Dinner also includes garden salad with balsamic vinaigrette, vegetables, and bread\*\*\*\*

Do you have a nut/food allergy? \_\_\_\_\_

Name \_\_\_\_\_ Paid **(\$12/member, \$25/non-member)** \_\_\_\_\_ check or cash

If you can not make the October or November meeting to turn this in please send it to:

RCCAC P.O. Box 2853 Payson, Arizona 85547-2853 RSVP Deadline is November 15th