

Traveling with the

Rim Country Classic Auto Club

Payson Arizona

RIM COUNTRY CLASSIC AUTO CLUB NEWSLETTER

JULY 2018



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
P.O. Box 2853
Payson, AZ 85547

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.

PRESIDENT



Fuel for Thought

I know, I know, we're all tired of hearing "Car Show" but we have one final item to check off before we can put this year's "Car Show" to bed and that is the decision of which charities get the money? At this time, it looks like we'll have about \$10,000 to donate, same as last year.

All charities must be nominated by you, the RCCAC members. Margie included the "Charity Nomination" form in this newsletter which you need to fill out completely and turn into me **NO LATER THAN OUR AUGUST 1st MEETING.**

Each member present at our September meeting will vote on 10 charities to give \$1,000 to. When I tabulate the votes, I will send out an "RCCAC Quickie" naming the charities chosen.

I will then contact each charity and invite them to attend a little ceremony we'll have at Rumsey Park to present the checks to them. Each charity is always so grateful for the \$1,000 we give them and they put it to such good use.

Remember we're not having a meeting on the 4th of July! Enjoy the day and celebrate safely.



2017 RCCAC PIT CREW

President	Mary Cailey	928-474-3560
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V.P.	Paul Jones	928-474-4420
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Secretary	STILL NEED A SECRETARY!!!!	
Treasurer	Tina Dychkowski	920-216-0830
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Director	Ken Tozi	928-970-1700
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Director	Darrel Wallace	480-390-6270
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Director	Gary Allen	928-468-6674
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How much do you know about the Automobile Headlight?

Let's shed some light on this subject!

SEE PAGE 4



FROM THE GLOVEBOX



July Activities

at a glance

- 4th NO MEMBERSHIP MEETING
- 5,12,19 & 26 Bosa Babe's 7:45AM
- 6th Mike's Fish and Chips 4:30pm
- 14th Movie of the month
- 17th Tuesday- Lunch cruise
- 21st Show & Shine & Swap Meet



- 4 Jim Winters
- 8 Ken Michael
- 11 Debbie Nelson
- 21 Sam Schwalm
- 22 Sharon Rowe
- 23 Renate Tucker
- 25 Arliss Cook
- 29 Al Isham

UPCOMING EVENTS



For July

4th NO MEMBERSHIP MEETING TONIGHT

Celebrate the 4th of July this night!

5,12,19 & 26 Bosa Babe's 7:45AM

Every Thursday morning for the club gals.

6th Mike's Fish and Chips 4:30pm

Every first Friday of the month

Movie will be on Saturday the 14th

Watch your e-mail for what we are going to go and see.

17th Tuesday- Lunch cruise to "That Brewery" in Pine,

11:30. We will meet at ADOT parking lot leaving at 11am
RSVP to Sandi (see pit crew list for number)

21st Show & Shine, swap meet at Mad Mario's across from

Steve Coury Ford at his tire shop. Large parking lot next to it
is Mario's serving breakfast at 8am and lunch 11:30.

23rd Bosa Donuts 9:AM

For all club members on the 4th Monday 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!

UPCOMING CAR SHOWS

July

- 1 Flagstaff, Az. 5th Annual Babbitt Ford Classic C/S
- 14 Prescott, Az. 21st Century C/S
- 21 Snowflake Pioneer Day Car Show

August

- 4 - 5 44th Annual Prescott Antique Auto Club Watson Lake
- 25 Cruisin' Prescott Valley 40th Anniversary Celebration CS

C/S stands for Car Show when space is limited.

For more car shows and info visit web sites below:

www.cruisearizona.com
www.cruisinarizona.com/carshows.html



RCCAC

Swap 'n Sale

LOOK

Looking to sell parts OR Looking for parts!

Ron Trainor has a friend who wants to sell his 32 three window coupe. The guy who built it took seven years to complete it and he put right at \$80,000.00 into it and it is

for sale for \$35,000.00. If interested or need more info give Ron a call 602 763-5569



1970's Restored SCHWINN Bike \$150.00 Contact Club Member: Tom Gossard 928 472-3327

TRANSMISSION FOR SALE: MUNCIE 4-SPEED. Includes flywheel, clutch, pilot bearing, throwout bearing, yoke and Hurst shifter. \$475.00 Contact Club Member:

Tom Gossard 928 472-3327



THE ABOVE ITEMS WILL BE REMOVED FROM THE LISTING STARTING NEXT MONTH CLUB MEMBERS, IF YOU HAVE ANYTHING TO SELL OR LOOKING FOR.

PLEASE LET ME KNOW. margiefowler@suddenlink.net

From Sea To Shining Sea
Travel the U.S.A. From The Pacific To The Atlantic

Start -> <- End

PACIFIC OCEAN ATLANTIC OCEAN

PROUD TO BE AMERICAN
Happy 4th of July

A Brief History Of Sealed Beam Headlamps In The U.S.

Today pretty much all cars have composite headlamp assemblies, uniquely designed to be make- and model-specific. If a lamp within the assembly burns out, you replace "just" the bulb. If the unit cracks, you must purchase a replacement that fits your car and your car only. This was not always the case! For approximately 45 years, all U.S.-specification cars were required by law to use "sealed beam headlamps". What are they? They are a headlamp assembly consisting of an enclosure with a bulb in front of a lens, completely made of glass. The entire unit is sealed (hence the name) and none of the parts can be replaced separately. If the headlight stops functioning or breaks, you replace the entire sealed beam light (they were, and still are, rather affordable). Replacement lamps guaranteed to fit your car were available in every auto parts store.



Sealed Beam Headlamps Timeline

As difficult as the following may be to believe, the U.S. government used to be very strict about dictating both the size and shape of sealed beam headlights fitted to vehicles sold in the United States. Needless to say, this imposed some limits on car design. They were not without their advantages for the consumer, though. Made of glass, the outer lens did not become dull or opaque from exposure to the elements the way some plastic lenses do. Every time you replaced a headlight, you got a new lens. The actual replacement was quite easy to perform on most cars. Let's go back and walk through a timeline of those years when all cars used sealed beam headlamps.

PRIOR TO 1939: Headlamp design was not standardized. While many cars during the earliest part of the 20th century used round, stand-alone lamps, as car design evolved, auto manufacturers began to design lamps unique to their vehicles.



1940-1956: To control chaotic supply problems with unusual headlights, all U.S. cars were required by law to use two 7" round sealed beam headlamps with one lamp on each side of the vehicle **1957:** The U.S. law changed, and began to allow the use of FOUR sealed beam headlamps, each lamp measuring 5 3/4". Two would serve as the low beam, and two as the high beam. American carmakers quickly began to transition from 2-headlamp

designs to 4-headlamp designs. An interesting example of the headlight switchover was the 1957 Mercury. While many high-end makes began their 1957 model year run using 4 headlights, Mercurys did not. Stylists decided not to wait until the 1958 model year to switch to a 4-headlight setup. As a result, 1957 Mercurys ended up being built in both 2- headlight and 4-headlight versions.

1958-1975: Many 1960s era cars had their 4 headlamps arranged horizontally (1961 Chevy), vertically (1963 Pontiac), or diagonally (1962 Chrysler). A 1964 Ford Mustang used 2 round headlamps, and Mustangs continued to do so for most of the 1960s and 1970s.



1975-1984:

U.S. law changed again, and allowed the use of rectangular headlamps. Two-lamp systems (low and high beam in same bulb) used 200mm size lamps. Four-lamp systems (separate low and high beam lamps) used 165mm size lamps. Note the switch to a metric measurement. Also, while

rectangular lamps were permitted, they were not required. By the late 1970s, most American cars had switched to rectangular lamps, although a few stayed with round lamps.

1984-PRESENT: The U.S. law changed and allowed composite headlamp assemblies with replaceable bulbs for the first time. The first vehicle with these lamps was the 1984 Lincoln Mark VII. Nevertheless, some lower-priced vehicles, and cars with hidden headlights, continued with the less-expensive sealed beam headlamps. For example, Mazda Miatas up through 1997 used 7" round sealed beam lamps.



Further taking advantage of the change in regulations, some car manufacturers built cars with rectangular lamps in sizes other than had been previously allowed. Your car or truck may have a "small" rectangular lamp that actually measures 92x150mm, or 55mmx135mm. This 1988 Chevy C/K pickup is an example of OEM rectangular sealed beam headlights that were smaller in size than traditional units had previously been.

If shopping for a replacement lamp, it pays to take measurements first.

For styling reasons, by the early 1990s, the majority of American automobiles made the switch to composite headlight assemblies. For the European and Asian imports, it was simply a matter of reverting back to their "home market" headlamps. It's interesting to note that while all cars sold in the U.S. ditched sealed beam headlights a while ago, some base-model commercial vehicles continued to use them in their least-expensive variants. The 2017 Chevy Express commercial van was the last holdout to use sealed beam headlights in the U.S. Today, there are no new cars or light trucks sold with sealed beam headlights in the United States.