

Traveling with the

Rim Country Classic Auto Club

Payson Arizona

RIM COUNTRY CLASSIC AUTO CLUB NEWSLETTER

APRIL 2019



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



RIM COUNTRY CLASSIC AUTO CLUB

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.



The 27th of March the club had a cruise activity to Kohl's Ranch for lunch, the weather was perfect and everyone had a good time. As my wife and I were cruising down the road at a leisurely pace enjoying the scenery she remarked how nice it was to relax and forget about all the crazy distractions of what is going on in the world. She sure was right, cruising in the old hotrod was just what the doctor ordered.

About three weeks ago I had an unfortunate incident, I was loading my daughter's Mustang onto my trailer and let myself become distracted. The result was the car chasing me down the trailer and smashing me up against the front tool box. As you can imagine it hurt and when I finally got the car off of me it gave me a pretty good limp. After the incident I was telling a buddy about what I had done and he started laughing and told me he was going to send me a story that would stop me from complaining. Boy was he right, here it is for a good laugh.

Two local men were injured when their pickup truck left the road and struck a tree near Cotton Patch on State Hwy 38 early Monday. Woodruff County deputy Dovey Snyder reported the accident shortly after midnight Monday. Thurston Poole, 33, of Des Arc, and Billy Ray Wallis, 38, of Little Rock, were returning to Des Arc after a frog-catching trip.

continued.... On page #2



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FROM THE GLOVEBOX



April Activity

Cruz'n @ Phils Filling Station in Fountain Hills

Sunday April 14th.

16852 E. Park View Ave

Meeting at the Saw Mill Theater 8:45 AM leaving at 9:.

A FUN cruz'n day

to see lots of cars and have a GREAT lunch.

Phils boasts "Never Leave Here Hungry"

April Activities

at a glance

3rd Monthly Membership Meeting

5th Mike's Fish and Chips

14th Club Activity Cruz'n at Phils
See AD to the right

Upcoming Member Sponsored Monthly Activities

May - Bobbi Beveridge

June - Dexheimers

July- Schaefers

August- Caileys

September, October & November are still open—

December- Sandi Gunderson



April Birthday's

- | | |
|------------------|------------------|
| 1 Dottie Gossard | 19 Chris Corpe |
| 7 Mary Cailey | 20 Tom Smith |
| 14 Pete Hold | 21 Dave Brewster |
| 17 Patty Tozi | 26 Deb Schwalm |
| 18 Lori Brewster | |

Movie of the Month!

We may not go each month, only when there is something worth seeing.

Mary Cailey is watching for a good one, and will let us know what weekend.

Check your e-mails often so you don't miss this fun activity!



Presidents Message cont.....

On an overcast Sunday night, Poole 's pickup truck headlights malfunctioned.

The two men concluded that the headlight fuse on the older model truck had burned out. As a replacement fuse was not available, Wallis noticed that the 22 caliber bullets from his pistol fit perfectly into the fuse box next to the steering-wheel column. Upon inserting the bullet the headlights again began to operate properly, and the two men proceeded on eastbound toward the White River Bridge After traveling approximately 20 miles, and just before crossing the river, the bullet apparently overheated, discharged and struck Poole in the testicles. The vehicle swerved sharply right, exited the pavement, and struck a tree. Poole suffered only minor cuts and abrasions from the accident but will require extensive surgery to repair the damage to

his testicles, which will never operate as intended. Wallis sustained a broken clavicle and was treated and released. "Thank God we weren't on that bridge when Thurston shot his balls off, or we might be dead," stated Wallis "I've been a trooper for 10 years in this part of the world, but this is a first for me. I can't believe that those two would admit how this accident happened," said Snyder.

Upon being notified of the wreck, Lavinia (Poole 's wife) asked how many frogs the boys had caught and did anyone get them from the truck? Though Poole and Wallis did not die as a result of their misadventure as normally required by Darwin Award Official Rules, it can be argued that Poole did in fact effectively remove himself from the gene pool."

Remember this when you think you have had a bad day" **HAPPY EASTER everyone!**

GLOVE BOX TRIVIA

There are so many components in a car that it's easy to forget about certain parts. One of them is the glove box, which acts as a compartment for storing items. But the glove box has been an integral part of the automobile for decades, with manufacturers still using it today. As cars have changed, glove boxes have changed with them. But did they ever hold gloves and how has their role changed over the years?

At the turn of the 20th century, early cars were fighting to shed their image as "horseless carriages." Packard's approach to differentiate the automobile was to get rid of the dashboard -- which itself originated as a wooden or canvas panel to keep horses from splashing the driver with mud (and God knows what else) if they were... wait for it... dashing. In its place went a storage box, suitable for "parcels, waterproofs, etc." Thus, the designers at Packard, in 1900, with the car you see above, are the originators of the glove compartment... they just had no bloody clue what they made.



WHERE DID THE NAME COME FROM?

Did they ever hold gloves? For the most part, I think this name was accurate only during the late teens and 1920s when cars were still open to the elements and closed sedans weren't big sellers yet. When cars weren't as reliable as they are now and the roads weren't as clean and easy to drive on. In fact, the glove box was actually a box on the floor or under the seat and held an assortment of tools to keep the car road worthy. You had reason to use a pair of gloves then. Getting stuck in a muddy rut, changing a blow out or maybe fiddling under the hood with a balky engine required gloves. When sedans became common place during the 1920s with glass windows, the glove box moved from the floor or running

board to the inside of the firewall and cowl. This was your small items storage spot for the most part. Some models had little cubbies under the seat or maybe in the coachwork but most of the time, it was a metal locker.



Check out this Ford Model K roadster above.

The passenger side running board sports a metal box.

The dashboard held a few gauges and knobs, that's it.

By the late 1920s cars were getting more sophisticated and reliable. They still were self maintenance items for the most part as dealers were just starting to get serious about servicing the cars they sold. Mass production made servicing some of these cars a bit more difficult than the

Model T. A few tools had to be ordered from the manufacturer to handle some of the more involved jobs. On the whole, cars were becoming more reliable and roads were getting a little better, You had gravel now instead of mud bogs and log roads which vanished during the Spring flood. What was the glove box like in a 1920's car? They were usually flat panels with a knob and hinged at the bottom. Occupying the passenger or middle of the dashboard, these compartments weren't used for tools anymore. You kept those in the trunk which was located at the back of the car in a separate container. A few years later, coachbuilders got the idea of fairing in the trunk with the bodywork as part of the streamlining fad that took hold during the Art Deco 1930s. The integrated trunk stayed with the car after streamlined body styles went away. It was too useful a feature to let go of! In just a few years, from 1932 to the late 1930s, glove boxes became a standard feature in cars.

Indeed early in the decade it wasn't even a habit with all manufacturers. Quite a few makers had a dashboard festooned with gauges, engine turned metal plates, clocks and lamps but no glove box. The Cord, the 1929 Duesenberg J didn't use one. In the 1930s Ford Model A didn't have one, nor did the Chevrolets from the same era. Glove boxes first appeared during the streamlining phase of the early 1930s when cars in general became smoother. Trunks were part of the body structure, running boards were thin, vestigial strips between fenders which were merging with the cabin. Headlamps became rounded pods mounted close to or molded in with the front fenders. Inside the dashboard was changing as well. Ford added the glove box door to their 1932 cars. While Cadillac had glove box doors in 1932, Chevrolet added one in 1934. Plymouth added a glove box door by 1932. It should be mentioned that some manufacturers were ahead of the curve in this regard. Hupmobile had a nice glove box door in their 1929 model.



Note that in the 1936 Dodge, both the coupe and sedan, they boasted two glove boxes keeping with the symmetrical look of the dash.

By the late 1930s most American makes had glove box doors in their cars. Some were ornate including a clock mounted within the glove box door itself. Others had fancy metal stripes or fake wood burl ornamentation. A look at the 1940 Dodge reveals the glove box was standard equipment in every model from the basic Deluxe to the mid price Deluxe Special and top of the line Custom, That's how quickly it became standardized; within seven years. The war era halted production of cars for about 5 years and when peacetime returned they were

PAGE 4 using 1939-1940 shells with minor trim updates. The glove box didn't change much until the 1950s when new cultural trends started impacting cars. By the 1950s, glove boxes had lamps, decals to indicate tire pressure and were almost standardized in terms of dashboard location although the Tri-Five Chevy

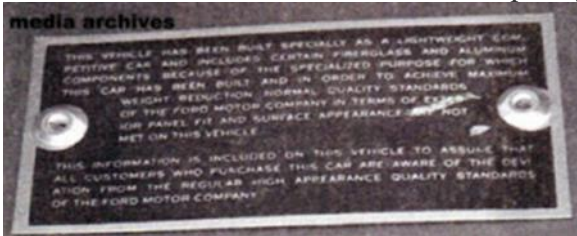


still had it dead center under the radio. The drive in diner and movie theatres took hold in a big way during this decade and the rise of fast food with car hops and kitchen to car delivery gave the

glove box door a new function, When opened, indents on the inside lid allowed you to rest your cardboard cup of soda or malt shake without fear of it slipping away. To be sure those indents weren't deep enough to prevent a slide in a moving car but it was good enough for stand still convenience. The clip on tray was the major resting point for large food orders anyway. These indents still appeared in cars as late as the 1960s.



Speaking of the 60s, as muscle cars started becoming available for customers, the glove box gained a new job; the dreaded warranty exclusion plate. Some cars were homologation specials released to make a drag race package legal in its class. Since they had to sell these bombs to the public, a label stating the special purpose of the vehicle and exclusions from usual quality controls



standards was printed to cover their behinds. Some cars such as the Ford

Thunderbolt, Mopar Max Wedge cars had such placards installed.

The actual glove box interior meanwhile became a place to put the owner's manual and some pieces of gear for daily driving. Maps, tire pressure gauges, plastic rain ponchos, spark plugs, random tools is just a short list of the stuff that winds up in glove boxes. Curiously, gloves seldom are found in them, The glove box started losing indents for paper cups in the late 1970s as drive in movies and restaurants faded from the scene. The take out window was still in business, but loss of parking space for a bunch of cars meant the sit down, eat and split model was becoming the new norm. McDonalds developed the

leading hamburger franchise model during the 1970s and the average restaurant didn't have bell hops or large parking lots. Another change was on the horizon about to affect glove boxes; car audio systems.

By the late 1970s, car stereos went through major changes. People switched from 4 to 8 track, then from 8



track to cassette tapes. Speakers went from one in front and maybe one out back, to a pair of 6x9s in the back and a set in either the door panels or a small pair in the kick panels or dash.

Real audio fans added equalizers, amplifiers and high end receivers. All this stuff took space. To make a clean installation, some guys hid the amplifier in the glove box. Later on, as audio systems became smaller and more commonplace, you'd find the receiver and most everything else inside the glove box while the original radio occupied the dash spot. A lot of do it yourself gadget installs were done using the glove box space as well. I've seen; air shock adjustment switches, car alarm switches, oil pressure and even a tachometer inside glove boxes. The last one was in a high school friend's Mini. We used to kid Doug about having to open his glove box door to know when to shift!

The manufacturers left the development of the glove box static during this era. They added a lamp, and in some high end models, they



made it insulated and used a/c to make it a mini cooler of sorts, but for the most part. it was a place to store the owner's manual. As cars became more sophisticated, more

space was needed for all the parts to fit. The air conditioner gained an inside cabin filter to clean all that outside air before entering the passenger compartment. You need to change cabin filters every season. Access to that part was tricky unless you had a sort of passageway to it inside the car. The glove box door became a common route on Hondas to change the cabin filter. Now the glove box door can be disconnected, lowered and the filter

changed out in a storage tray behind it.



Today, the glove box is still with us, still doing catch all jobs and still evolving.