



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.

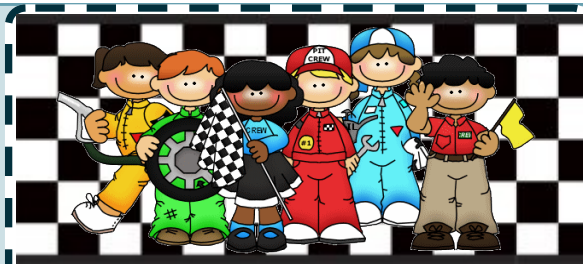


Another month has gone by and as we drive into June I hope you all had a chance to read the e-mail that was forwarded about the Plane captains story of carrying a fallen soldier to his final resting place. As we celebrate Memorial day please think about our military troops from all branches of the service. Mary has sent out a reminder of the activities for the up coming month so please enjoy yourself and participate as much as you can.

It will not be long before it will be time for our car show in October so if you can, please contact Ken Michael and see if you could help in anyway. We will get a update at our meeting on June 5th.

Be careful and heed the warning Mary gave us on hands-on Phone use in your car. I caught myself doing it this morning at a stop sign, it is so easy to forget.

I would like the club members to contact me with ideas that they think we should consider for growing our club membership. I will put together a list of suggestions. All ideas will be listed no matter what it is, it will be completely anonymous and no one will be told who said what. Don't hold back! I have some thoughts and will be interested to see what we get from other members. The reason for this subject is that I have had some folks talk to me about some changes that they would like to see from current members and from former members. I realize that there are egos to be considered, but we just might get some really good ideas. So please keep personalities out of it. [hp465@hotmail.com](mailto:hp465@hotmail.com)



### 2019 RCCAC PIT CREW

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Secretary	Deb Schwalm	480-250-3461 <a href="mailto:debschwalm@gmail.com">debschwalm@gmail.com</a>
Treasurer	Tina Dychkowski	920-216-0830 <a href="mailto:tinagak@yahoo.com">tinagak@yahoo.com</a>
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Director	Larry Bertram	928-472-7769 <a href="mailto:lsbertram1017@gmail.com">lsbertram1017@gmail.com</a>
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Car Show Director for 2019	Ken Michael	928-970-1562 <a href="mailto:kenmike@excite.com">kenmike@excite.com</a>
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See what RCCAC member is in the

Head Lights—page #3



**AUTOMOTIVE HISTORY**

SEE PAGE #4



# FROM THE GLOVEBOX



## June Activities at a glance

- 4- Activity to Red Onion  
**SEE AD TO THE RIGHT!**
  - 5- RCCAC membership meeting
  - 7- Mikes Fish & Chips 5:PM
  - 15- Payson Mason Car Show  
*Poster and Registration were sent out by e-mail Sunday May 5th.*
  - 19- Sonic Drive-in 5:pm  
**SEE AD TO THE RIGHT!**
- Upcoming Member Sponsored Monthly Activities**

- July- Schaefers
- August- Caileys
- September, October & November are still open— see Mary Cailey to sign up.
- December- Sandi Gunderson

# HAPPY BIRTHDAY

- 5 George Bennett
- 8 Greg Furnes
- 9 John Hall
- 11 Bill Olsen
- 15 Jim Muhr
- 21 Pat White
- 23 Tom Gossard
- 25 Mimi Halgren
- 26 Rick Weaver
- 30 Paul Jones
- 30 Barbara Underwood

## ACTIVITIES THIS MONTH

Cruise to Heber's famous Red Onion for lunch **Tuesday June 4th.** We will meet in the parking lot east of McDonalds at 10:30, and cruise up the rim. Plan to join us for a fun filled afternoon of good food and fabulous views. Burgers, Prime Rib sandwiches as well as chicken and fish sandwiches are just a few of the available dishes to enjoy.



**If you haven't signed up yet— do so soon...Join Us!**  
Give a call to Rick or Terri Dexheimer @ 503.704.2841 to **RSVP**

**THE RIM RUN CHARITY CAR SHOW**  
Presented by  
Sy Harrison Lodge No 70 F&AM  
**JUNE 15TH**  
PROCEEDS BENEFIT LOCAL CHARITIES  
CLASSIC CARS VINTAGE CARS  
PAYSONMASON.ORG/THE-RIM-RUN  
REGISTRATION AND MORE INFO

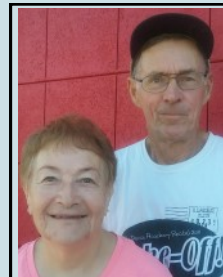
**SONIC**  
America's Drive-In.  
**JUST FOR THE SUMMER MONTHS!**  
June, July & August  
**Every 3rd Wednesday at 5:PM**  
Get your classic car out and enjoy a ride around town. Meeting up with friends in the club at **SONIC** for a drive-in dinner.

Welcome to our new members!  
Make a copy of this page and cut and glue them into your 2019 Club Directory.

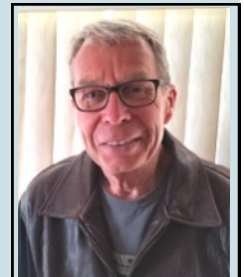
*If you haven't gotten your directory see Steve Fowler the VP at the next meeting.*



Renaud,  
Paul & Sue  
619-787-0563



Dewey,  
John & Pauline  
303-819-4268



Hickson,  
Dayton  
760-310-1863

## Movie of the Month!

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

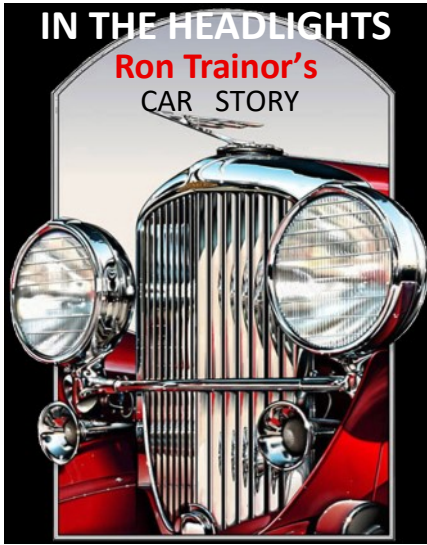
*Mary Cailey is watching for a good one, and will let us know what weekend.*

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



**For Upcoming Car Shows & Events In AZ**  
visit web sites below:  
[www.cruisearizona.com](http://www.cruisearizona.com)  
[www.cruisinarizona.com](http://www.cruisinarizona.com) carshows.html

## IN THE HEADLIGHTS

Ron Trainor's  
CAR STORY

My first memory of being aware of cars was at the age of six years old when my father took me to a jalopy race and then to a midget race at South Mountain Speedway in Phoenix around 1951. From that point on we attended every race and I couldn't think of anything else but cars. My father also caught the car racing bug and soon he started working in the pits on friends cars. When I turned nine my father bought me a quarter midget and we raced it until I was about thirteen. In 1957 I won my class at the Quarter Midget Nationals and finished second in the Las Vegas Invationals. And for a brief period of time I held the one lap record at Blakely Stadium, our local race track.

When I turned sixteen my father bought me a car and I was thrilled, until I found out what it was. It was a Corvaire Monza. Even though I didn't like it, after I spun it out a few times and got used to it, it was actually pretty fun. It was unpredictable, but fun.

After a year or so I went on a mission to save every dime I could from working at my dad's machine shop. I wanted to buy a car of my own liking. You know the type of car the guys at the school parking lot would appreciate. I found a beautiful dead-straight all white 1957 Chevy Bel-Air hard top, with a 283 Power-Pack and an automatic transmission for \$850. As soon as I bought it I repainted it midnight blue, and had black tuck and roll upholstery installed. I also put chrome wheels and baby moons on. After a few burn outs, guess what? The automatic transmission blew. Rather than rebuild the automatic I installed a three speed with a stick on the floor. I also had the cylinder heads gone through and what a fun car that was. I've regretted every day since the day I sold it.

My next car was a gold on gold 1963 Impala Super Sport with a 327 automatic with bucket seats and a console. It was way cool and the girls really dug it, but just when I was getting used to it Uncle Sam came knocking. I joined the Navy and my pay scale dropped dramatically. While I was in the service I got married and the Impala had to go. When it came down to what I could afford, guess what? I bought a 63 Corvaire Monza with a four speed. I must have driven that thing back and forth from Long Beach to Phoenix at least twenty five times and never had a problem with it. And I never spun it out.

When I returned to civilian life my pay scale went back up, so one fine day as I was driving down Indian School Road in Phoenix I saw a 63 Corvette split window coupe for sale for \$1,950 and I couldn't pass it up. It was obvious the car had been run pretty hard so I fixed all the things it needed. Then had it painted bright orange, lowered it, sculpted the wheel wells, bought Indy car tires and wheels, and added a few other body customizing details. And that's when I had

some of the most fun anyone could have on the streets of Phoenix. I should have gone to jail at least a dozen times. As I look back knowing what split window Coupes are selling for now I think, wow did I ever mess that car up. But all I can say is, it was worth every bit of that E ticket ride.

After a few years I devoted my efforts to racing dirt track cars - first modifieds, then midgets and sprints. From that point on except for race cars, I owned mostly daily drivers, a van, and several pickups. Around 1985 on a whim I bought a 1960 El Camino for \$600. It was a plain Jane six cylinder, three on the tree, AM radio, and oh yea a heater. The body was in really good condition, no dents or rust. My vision was a small block, four speed, lowered in the front, cool wheels and a nice paint job, what could be any better? That's when I started looking for a donor car so I could get all the goodies to dress it up. Amazingly enough I found a 1960 Impala four door hard top Sport Sedan in perfect condition for \$800. It had a 283 two barrel, and a Power glide transmission. The odometer read 67,000 original miles. I was lucky, back then nobody wanted four door cars. It had



all the chrome goodies inside and out plus factory A.C. At the time I was still heavily involved in racing and didn't have much time for either of the classic car projects, so I drove one car then the other for months. Surprisingly I slowly became fonder of driving the old four door. I could pile all my friends in it, listen to KOOL radio, and go cruise on Central. What a blast! Eventually I sold the El Camino and took the Impala to the body shop for a much needed paint job. That's when disaster struck. In the middle of the night the body shop had caught fire and burned to the ground. In all the rubble the Impala survived. The glass was shattered with all the tires and rubber parts melted. It was way more than I had bargained for but it was obvious the entire car had to be taken apart and the damaged parts needed to be repaired or replaced. By this time I had built and re-built several race cars but never a full sized street car! There are so many pieces! Uh-h-h! A year or two later a friend called me to say he had rescued a 409 engine from a scrap yard in Young, Az. He said if I wanted it, I could have it! I was in Young the next day. All my car buddies said it would be a crime to put a 409 engine in a four door car. But my thought was "I have an engine and I have a car" so what's the problem? Around the year 2001 I retired from racing, and in 2006, nineteen years after the fire, I got the car back together and on the road again. It now sports a four speed transmission, disk brakes, dropped spindles, 3:55 gears, bucket seats, custom grill, louvered hood, aluminum radiator, and fuel injection. And by the way, I've never regretted mating the 409 with the four door car. My wife and I still have fun cruising and listening to 50's and 60's on a KOOL radio.

**NOTE FROM YOUR EDITOR:** I am always looking for stories about our club members and there love affair with cars.

Send your story to [margiefowler@suddenlink.net](mailto:margiefowler@suddenlink.net)

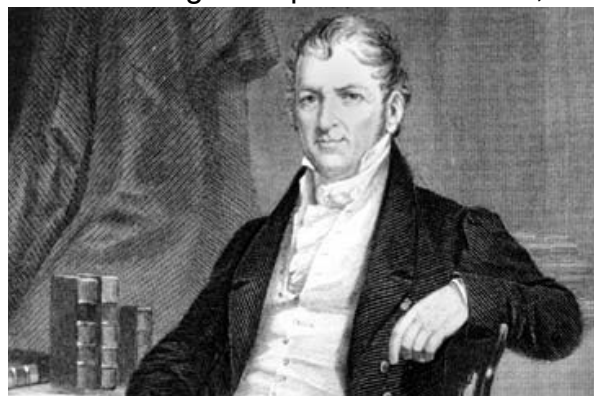
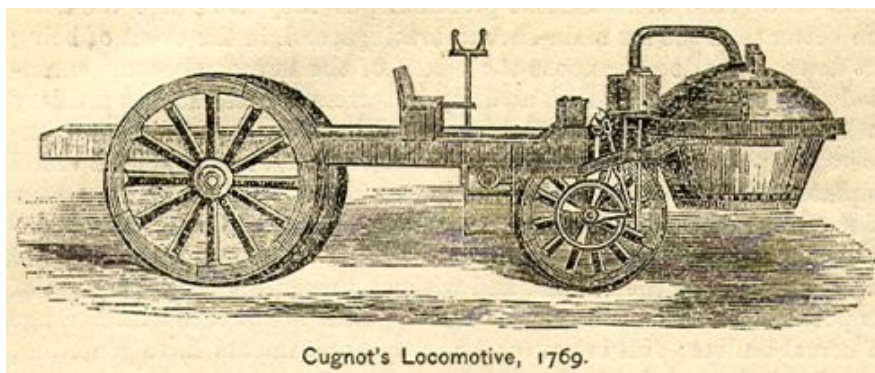


# AUTOMOTIVE HISTORY

By definition an automobile or car is a wheeled vehicle that carries its own motor and transports passengers. The automobile as we know it was not invented in a single day by a single inventor. The history of the automobile reflects an evolution that took place worldwide.

It is estimated that over 100,000 patents created the modern automobile. You can point to the many firsts that occurred along the way to producing the modern car. It started with the first theoretical plans for a motor vehicle that had been drawn up by both Leonardo da Vinci and Isaac Newton .

In 1769, the very first self-propelled road vehicle was a military tractor invented by French engineer and mechanic, Nicolas Joseph Cugnot (1725 - 1804). Cugnot used a steam engine to power his vehicle, built under his instructions at the Paris Arsenal by mechanic Brezin. It was used by the French Army to haul artillery at a whopping speed of 2 1/2 mph on only three wheels. The vehicle had to stop every ten to fifteen minutes to build up steam power. The steam engine and boiler were separate from the rest of the vehicle and placed in the front (see picture below).



The following year (1770), Cugnot built a steam-powered tricycle that carried four passengers.

In 1771, Cugnot drove one of his road vehicles into a stone wall, making Cugnot the first person to get into a motor vehicle accident. This was the beginning of bad luck for the inventor. After one of Cugnot's patrons died and the other was exiled, the money for Cugnot's road vehicle experiments ended.

Steam engines powered cars by burning fuel that heated water in a boiler, creating steam that expanded and pushed pistons that turned the crankshaft, which then turned the wheels. During the early history of self-propelled vehicles - both road and railroad vehicles were being developed with steam engines.

(Cugnot also designed two steam locomotives with engines that never worked well.) Steam engines added so much weight to a vehicle that they proved a poor design for road vehicles; however, steam engines were very successfully used in locomotives. Historians, who accept that early steam-powered road vehicles were automobiles, feel that **Nicolas Cugnot was the inventor of the first automobile.**

