



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.



Fuel for Thought

Well troops we are moving into May already and looking forward to nice weather and lots of cruising. Phoenix is already into the triple digits, sure glad we live in Payson.

Looks like the activity person for the month (BOBi) has got some nice activities planned for us, sure hope everybody participates. Do not forget the membership meeting on Wednesday the 1st.

We had a nice cruise down to Phil's in Fountain Hills last month and it looked like everybody had a good time.

Looks like we are getting our Secretary back. Deb has been gone for awhile, taking care of her mother so everybody please keep her and her family in your prayers.

I finally got my daughter's \$#@!%\$ Mustang completed for her and delivered, so glad to get the (car from hell) back to her. For a minute I thought I was working on Christine, I swear to God. (Christine is a 1983 film)

The Masons' car show is coming up on June 15th so if you can let's give them our support. Registration forms will be at the May 1 meeting.

PLEASE consider volunteering to help us with the fall car show, so we can have the best activity for our return to Green Valley Park.

As Mary has said in the past and I will repeat, this is your Car Club so let me here from you with any idea you may have about anything that has to do with the club. That includes good and bad.

Everybody have a good May and we will see you at the coming events. For all you mom's →



2019 RCCAC PIT CREW

President	Richard Graves	480-414-8585 hp465@hotmail.com
V.P.	Steve Fowler	928-478-6676 fowlerauto@suddenlink.net
Secretary	Deb Schwalm	480-250-3461 debschwalm@gmail.com
Treasurer	Tina Dychkowski	920-216-0830 tinagak@yahoo.com
Director	Gary Allen	928-468-6674 ramslam@npgcable.com
Director	Larry Bertram	928-472-7769 lsbertram1017@gmail.com
Director	Mary Cailey	928-474-3560 marycailey@yahoo.com
Car Show Director for 2019	Ken Michael	928-970-1562 kenmike@excite.com
Newsletter	Margie Fowler	928-970-2096 margiefowler@suddenlink.net
Co-Newsletter & Web Master	Steve Fowler	928-478-6676 fowlerauto@suddenlink.net

Some Surprising Facts About Fashion
SEE PAGE #3



Beyond Passengers: The history of women and cars

SEE PAGE #4



FROM THE GLOVEBOX



May Activities at a glance

1st Monthly Membership Meeting

2nd, 9th & 20th- Club Activities
See AD's to the right

3rd Mike's Fish and Chips 5:00pm
(first Friday of the month)

Upcoming Member Sponsored Monthly Activities

June - Dexheimers

July- Schaefers

August- Caileys

September, October & November are still open—

December- Sandi Gunderson

If interested in hosting a month contact Mary Cailey or President Graves.



- 2 Peggy Felten 25 Mike White
- 6 Steve Chlupsa 28 MJ Hall
- 6 Betty Kellogg

"3" ACTIVITIES THIS MONTH PLANNED BY BOBI BEVERIDGE



Bobi is going to put us to the test!
In a fun activity on
May 2nd 2019
At El Rancho 11:30AM
parking provided in the back for our cars!
RSVP required for seating
call Bobi at- **928-970-0049**
Put on your best thinking hats and join us
for a great meal and lots of

THURSDAY MAY 9TH PRE- MOTHERS DAY LUNCH

THAT Brewery in Pine!
Meeting at the MVD
10:30:am departing at 11:00
RSVP required for seating
call Bobi at- **928-970-0049**



Best Donuts In Arizona



Monday May 20th
For all club members!
Breakfast at BoSa
8:30 AM

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!



Felten,
Allan & Peggy
928-978-5500



Rappaport,
Bill & Sharon
928-238-0161



Weaver,
Rick & Sue
928-814-9899

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.

Some Surprising Facts About Fashion

The skirt is the second-oldest garment, and up until the 1600-1700s, men and women both wore them. The Scottish kilt is still worn today as it was in the past for special occasions.



In the 1500s, fashion designers showed off their clothing by putting it on miniature dolls. There were no such thing as models until 1853.

Before the 19th century children were dressed like miniature adults, in similar styles and fabrics. Through the first decade of the 20th century, young boys wore dresses until the age of 5 or 6. Some families continued this practice until about 1940. Over the course of the century, boys made the transition to pants at a progressively earlier age, eventually not



wearing dresses at all.



You'd have noticed that buttons on men's clothes appear on the right side and on women's clothes appear on the left. While the exact reason for this is not very clear, it is believed that years ago during the Victorian Era, upper-class women wore elaborate dresses with many layers and invariably needed a maid or servant to help them get dressed. Having buttons on the left made it easier for a maid to button up (for right-handed people)!

Pink for girls and blue for boys is a relatively new phenomenon: A 1918 catalog advised blue for girls because it was a "much more delicate and dainty tone" and pink for boys because "it's a stronger and more passionate color, and because it's actually derived from red."



In 1571, Queen Elizabeth I loved hats so much that she decreed that everyone over the age of 7 had to wear hats on Sunday, holidays and especially at regattas, horse races, garden parties, and weddings. Anyone who refused to do so was stiffly fined.

In Europe, women's dresses became heavier and more ornate through the 1800s. By 1860, skirts were so wide that fashionably dressed women could no longer fit through doorways. Dresses could feature more than 70 yards of fabric ruffles. In the last decades of that century, all that girth was pushed to the back in the form of a bustle.



It was once taboo to wear black unless one was in mourning. Victorian widows were expected to wear black mourning clothes for two years after their husbands' deaths.

The invention of the automobile had a significant influence on women's fashion. For women the 1920s was a time of increased mobility and independence (hooray for women's suffrage). Having driven trucks, cranes, motorcycles, and cars in World War I, women found it hard to relinquish the wheel. They took to the road like never before — and demanded that their clothing reflect their progressively active and mobile lifestyles. So, goodbye bulky dresses, hello flappers and Coco Chanel. Famous for getting rid of the corset and unbinding women's fashion, Chanel responded to (or perhaps was inspired by) Ford's Model T designed for the Everyman. Her now-timeless little black dress, created to be the "uniform of every woman," was dubbed Chanel's "Ford" for its affordability, versatility, and durability.



Beyond passengers: The history of women and cars



Even though Women's History month is in March it got me thinking about women and mothers and our relationship to the automobile.

From race-car drivers to inventors to industry titans, most of the household names associated with the motor vehicle are men. But from the very

start, women have been right there next to men — fixing, designing, promoting and, of course, driving the automobile.

Lore has it, for example, that the very first long-distance outing in a horseless carriage was undertaken by Bertha Benz. Fed up by her husband Karl's tinkering with his new invention — with experimental autos at that point being driven only short distances for test purposes — the 39-year-old Mrs. Benz and her teenage sons sneaked the three-wheeled buggy-like Patent Motorwagen No. 3 out of the garage — and motored an astounding 65 miles from Mannheim, Germany, to her mother's home in Pforzheim.

Along the way, reportedly, she used a hatpin to clean out a clogged fuel line and a garter to insulate a wire, making the dawn to-dusk trip in a fraction of the time of a horse-drawn ride. The roadways she followed have been named the Bertha Benz Memorial Route, part of the European Route of Industrial Heritage.

Bertha Benz' historic trip and her roadside-repair savvy — undertaken to prove the commercial and consumer value of this new fangled contraption — illustrates that from the very start, women were active participants in this new technology and new industry.

Yet for some reason, in popular culture over the past 100 years, women are often depicted as more concerned that the paint-job matches their lipstick than with what's under the hood. At worst, they are disparaged as

bumbling, accident-prone “women drivers”.

(This last despite a variety of surveys and statistics that deem women to be the safer sex behind the wheel.)

The subtle implication of phrases like “woman driver,” “woman mechanic,” and so on, is that they are not the norm — that there are drivers, and then there are women drivers.

In her 2008 book “Eat My Dust,” Georgine Clarsen examines women and cars from the late 1800s and writes that “the very term ‘women motorists’ indicates that they were supplementary to the main game.”

By Melissa Preddy, Special to the Detroit News March 2018

Clarsen, a professor of history and politics at Australia's University of Wollongong, researched numerous stories by and about early female drivers, business owners and more. She points out that in the earliest days of motoring, in England, Australia and the United States, pioneering women were trained mechanics, taxi-service providers, owners of driving schools and garages, ambulance drivers and technicians.

Indeed, in the 1970s when Clarsen herself followed the feminist slogan “Give a Girl a Spanner” (wrench) and became an apprentice mechanic, she was surprised when older women patrons told her about their own experiences as auto mechanics. Female competence in auto technology was not a new thing in the latter half of the 20th century — yet somehow the myth of women as passive occupants of the auto persisted.

“While the motoring industry welcomed women as consumers, the idea that they might develop an authoritative relationship to cars — becoming capable drivers, knowledgeable purchasers, happy tinkerers, professional designers or creative designers — was a different matter,” Clarsen wrote. “Manufacturers and their agents frequently used the slogan So Simple a Woman Could Drive It throughout the first decades of the century and well beyond.”

One of the eyebrow-raising anecdotes from her book comes from



a pair of women who were making a late-1920s cross-country trip in a Dodge roadster. According to Clarsen's research, the women took to hiding out to make necessary repairs and maintenance to their vehicle, because they said if they worked on the car in inhabited areas they were usurped by men who thought women “with anything more than an eggbeater in hand” were to be supervised.

Even today, attitudes persist. In a recent conversation, I recounted performing a

somewhat elaborate aftermarket change to my own vehicle. To my irritation, a male acquaintance kept marveling “You did that? You did that yourself? No one helped you?”

Male students continue to overwhelmingly fill vocational programs in auto tech, and car ads aimed at women seem to emphasize room for kids and groceries, but seldom acceleration, speed or handling. It's perplexing that more than a century into this far-reaching, fascinating entwining of our daily lives with the automobile, women aren't seen as — and often don't see themselves as — real contenders for influence and excellence. Powerful women in car manufacturing, sales, racing, design and repair still are the exception rather than the rule.