

Traveling with the

# Rim Country Classic Auto Club

Payson Arizona

RIM COUNTRY CLASSIC AUTO CLUB NEWSLETTER

JULY 2020



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 normally at Tiny's Restaurant, 600 E. Hwy. 260 in Payson See page #2 for meeting place during pandemic



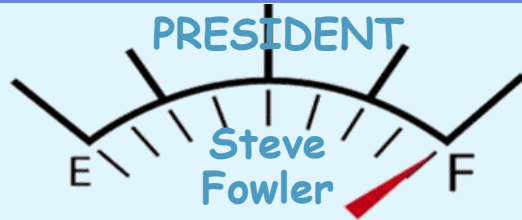
RIM COUNTRY CLASSIC AUTO CLUB

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

I hope this finds each of you well and finding some joy in your life. The year is half over, and it reminds me of the saying about "half empty or half full". This has been a more empty year than most in many respects, but if we count our blessings, we may find that the year is more half full. So far as I know, the members of the club have thus far dodged the bullet where the virus is concerned. We've also not (so far) been burned out, and the fire gave a nice respite from the weekly traffic jam coming from the valley. We have had several very enjoyable club events while still maintaining relatively healthy distances. We still don't know whether we will be able to have our car show, but we have a possible contingency plan in place that will at least let us have some fun. I hope many of you will be able to join us on our third "Covid Cruise" on the 1<sup>st</sup> followed by our monthly meeting which will be at the Cailey's this time, and also on the lunch run to Bandits in Strawberry on the 15th. We still have a couple of months without a planned activity, so if you have a great idea, run it past Sue Renaud to see if we can work it in to the schedule. Happy 4th, safely celebrate at home since the fireworks have been cancelled!



## 2020 RCCAC Pit Crew

President	Steve Fowler	928-970-2107 fowlerauto@suddenlink.net
V.P. & Car Show Director for 2020	Paul Renaud	619-787-0563 montanahmt@hotmail.com
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Treasurer	Tina Dychkowski	920-216-0830 tinagak@yahoo.com
Director	Larry Bertram	928-472-7769 lsbertram1017@gmail.com
Director	Gary Allen	928-468-6674 garymarciaallen@gmail.com
Director	Ken Tozi	928-970-1700 kentozi@aol.com
Activities	Sue Renaud	951-318-0990 rivermistsue@hotmail.com
Newsletter	Margie Fowler	928-970-2096 margiefowler@suddenlink.net

The best cars from dead car companies.



See Pages # 3-4



# FROM THE GLOVEBOX



## July Activities at a glance

- 1- Monthly Cruise & Membership meeting 6:30 at the Cailey's *see cruise info to the right.*
- 3- Mike's Fish and Chips 4:30pm
- 15- Clubs Monthly Activity *see activity info to the right.*

If interested in hosting an activity or have a fun idea please let Sue Renaud know, call.  
**951-318-0990**



- 5 Deb Wallace      21 Sam Schwalm
- 8 Ken Michael    22 Sharon Rowe
- 9 Russ Kirkpatrick    29 Al Isham
- 18 Kathy Kirkpatrick

# ACTIVITIES THIS MONTH

Our 3rd

## "KEEP YOUR DISTANCE CRUISE"

Steve & Margie Fowler will be taking us on a different cruise route this month ending at the Cailey's home for our monthly meeting outdoors.

Walk to their back yard down the driveway. **Bring your chairs.**

**Join us** at the north east parking lot at Green Valley Park with your vintage ride July 1, at 5:15 PM departing at 5:30. We ask that you have your dinner before the cruise, dessert will be provided at the meeting.

\* Monthly meeting at John and Mary Cailey's back yard 6:30PM July 1st—1101 Milk Ranch Point off Phoenix St.



## Other Activities this month!

### July 15th– 1pm Bandit Restaurant in Strawberry.

Street tacos with choice of ground beef, chicken, pork or carnitas with rice and beans \$11.99 per person. All you can eat!

Served on their back patio.

Hosted by Ken and Bev Tozi

**RSVP to Sue Renaud by July 12th. 951-318-0990**

For the **Payson group** meet at the parking lot at the MVD 12:15 departing at 12:30.



## Movie of the Month!

We may not go each month, only when there is something worth seeing. *Sue Renaud*, will check regularly for fun movies for the club to attend. **Stay Tuned...** Check your e-mails often so you don't miss this fun activity!



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

## The best cars from dead car companies

Times change, markets evolve and sometimes companies who rule the roost get a wheel stuck in a ditch and never recover.



**AMC:** Eagle (1980) AMC's most notable contribution to the automotive edition of Noah's Ark is the **Eagle**. It was a family car on stilts which relied on serious four-wheel drive hardware and ample ground clearance to tackle tough trails and knee-deep snow. In many ways, the Eagle was the modern crossover's predecessor. Have you noticed the rising popularity of **SUV-coupes**? AMC did it first with the **Eagle SX/4**, and it had two doors like a proper coupe should. **So what happened to AMC?** The company was majority-bought by France's **Renault** in 1979, but AMC's range of mostly smaller cars suffered as fuel became cheaper during the '80s. Renault CEO **Georges Besse** - who championed the firm's American presence - was murdered in 1986 by terrorists, and his successors lost interest and sold the firm to **Chrysler** in 1987, when the AMC badge came to an end.

**Austin-Healey:** 3000 (1959) When it made its debut in 1959, the **Austin-Healey 3000** stood out with a **3.0-liter** engine and front disc brakes. The big Healey was a force to be reckoned with in European rallying events, but convertible-hungry buyers in North America scooped up most of the production run. It was one of the **greatest British sports cars** of its era, and it was continuously updated throughout the 1960s. **So what happened to Austin-Healey?** The deal between **Austin** and **Healey** ended in 1972 after 20 years. There have been talks of a revival since, including under BMW's ownership of Austin successor company **Rover**, but nothing appeared. The name itself is now owned by China's **SAIC**.



**Checker:** Marathon (1960) Michigan-based **Checker** started as a taxi operator rather than a taxi manufacturer but gradually got into the latter business in the 1920s, and by the 1930s was a big supplier of taxis to New York and other cities. But its most iconic model was the **Checker Marathon**, first introduced in 1960. Built over a **22 year period**, the yellow vehicles became synonymous with New York City, and variants were produced including a gigantic **eight-door, 12-seater Aerobus** version. Engines were initially straight-six cylinders from Continental, but these were swapped out with Chevy six-cylinders and small block V8s in 1965. It was simple and robust and because it barely changed its design in its life, operators of older vehicles did not feel embarrassed by them. **So what happened to Checker?** Checker stopped making its taxi in 1982, and became a body supplier

to **GM** instead. The recession of 2008-2009 killed the company however. In 2015, Checker unexpectedly returned from the grave and announced plans to build its first new model of the 21st century.

**DeSoto** was started by **Chrysler** in 1928 as a way to challenge the emerging multi-branded behemoth **General Motors** that was already beginning to dominate the US car market; the brand, named after Spanish explorer **Hernando de Soto** (1500-1542), was initially the company's value brand, though was pushed upmarket in the 1930s. During the 1950s it established a clearer self-identity, and adopted Virgil Exner's 'forward look' design philosophy in 1956. Not only did the **Adventurer Coupé** sport dramatically rising rear fins and flamboyant gold detailing, but packed a thoroughly decent **345 HP V8** punch into the bargain. **So what happened to DeSoto?** The marque marched along nicely in 1957, shifting nearly **180,000** cars that year. But in 1958 America's long post-war boom came to an abrupt end, and DeSoto sales more than halved in a sharp recession that among other things strangled Ford's **Edsel** at birth. Chrysler needed to shift resources to producing compact cars like the Plymouth Valiant, so DeSoto was shuttered in **1961**.



Announcing the exciting new  
**345hp DE SOTO Adventurer**



**Huge, quick and correspondingly expensive**, the **Duesenberg Model J** was a thoroughly splendid machine, powered by a **6.9-liter** straight-eight engine that made **270 HP** at a time when an average car was lucky to have 10% of that power. The eight had twin overhead cams and four valves per cylinder, track-bred features that were highly unusual on a production car during the 1920s. Motorists able and willing to pay about \$8500 (roughly **\$127,000** in 2020 money) for a Model J could comfortably reach a **116mph** top speed. Unfazed by the depression that set in following the 1929 Wall Street crash, the company trumped the J with the **SJ**

variant of 1932, a supercharged variant delivering an unholy **325 HP**. Two shorter-wheelbase SJs named **SSJ** were also built and used by Hollywood stars **Gary Cooper** and **Clark Gable**. **So what happened to Duesenberg?** The company had become part of **Cord** in 1926, but it was buffeted by the dire economy in the 1930s, and the costs of developing the innovative **Cord 810/812** took the whole enterprise down in 1937. Gary Cooper's SSJ was sold at auction in 2018 for **\$22 million**, thus becoming **the most expensive American car ever sold**.

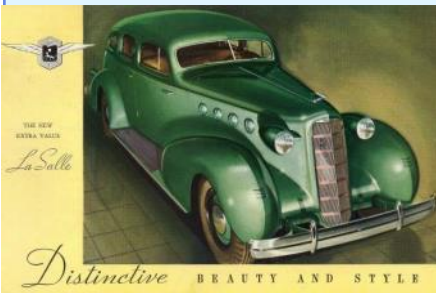


Hudson: Hornet (1951) The **Hudson Hornet** dispels the myth that all American cars looked alike in the 1950s. Granted, it had big round headlights and enough **chrome** trim to seen from outer space, but the similarities with its peers stopped there. It boasted a long, sloping roof line that flowed into a pontoon-like rear end. Were it built today, it'd be classified as a **four-door coupe** in the same vein as the **Mercedes-Benz CLS**. It was fast, too, spooled along by its poky 'Twin H' straight-six; the Hornet in modified form dominated **NASCAR** racing in the early 1950s. **So what happened to Hudson?** It merged with **Nash-Kelvinator** in 1954, to form **AMC**. The Hudson badge survived until 1957.



International Harvester: Scout 80 (1961) Formed from a merger in 1902, Illinois-based **International Harvester (IH)** specialized in, you guessed it, agricultural equipment like tractors and combine harvesters. IH got quite early into the business of making passenger vehicles by entering the **pickup truck business** as early as 1907, but its post-World War Two adventures into what became **Sport Utility Vehicles** would be immensely influential. The earliest example was the **Travelall**, introduced in 1953 and given four-wheel drive in 1956, and was something of a rival to the **Chevrolet Suburban**. But the **Scout 80** of 1960 was truly groundbreaking. Designed as a competitor to the **Jeep CJ**, it was a rather more sophisticated beast and as well as a pickup, it came with an (optional) permanent roof and two doors. This, then, was a **Ford Bronco** five years before the Ford Bronco, and the rest as they say is SUV history. **So what happened to International Harvester?** As larger companies like **Ford** and **GM** (with the Chevrolet Blazer) muscled in on the Scout's turf IH found it increasingly hard to compete. It quit altogether in 1980 and retreated to commercial trucks and school buses. It sold its agricultural division to **Case** (now **CNH Industrial**) in 1984, while its truck remnants exist today in **Navistar International**.

Kaiser-Frazer: Vagabond Industrialist **Henry J. Kaiser** (1882-1967) specialized in making ships, not cars, and his shipyards churned out hundreds of 'Liberty' ships during World War Two. After the war, Kaiser spied an opportunity to get into the car business as the Big Three was being slow retooling its plants for civilian production. He teamed up with Graham-Paige executive **Joseph Frazer** (1892-1971) to accomplish his goal, and Kaiser-Frazer was born. The **Vagabond** was strictly speaking branded **Frazer**, as the name was a sub-brand of Kaiser-Frazer. Launched in 1949, the Vagabond was a pleasant looking sedan that was also a hatchback. The rear seats could fold down – rare for the time – to create a 10-foot long cargo space. It was a wagon for people who didn't want a wagon, and with **114 HP** had a decent turn of speed into the bargain. **So what happened to Kaiser-Frazer?** The company's honeymoon didn't last long as Detroit's giants got their act together and Kaiser-Frazer's sales dipped as production rose, creating a glut. The two partners fell out, and Frazer left in 1951. The company bought **Willys-Overland** in 1953, thus gaining the **Jeep** brand, but quit the (conventional) car business in 1955. Willys was sold to **AMC** in 1970. Kaiser's myriad other interests continued, and he died in 1967. If you're American, there's a fair chance today you get your healthcare insurance from the **Kaiser Permanente** company he founded.



LaSalle: Series 50 Sedan (1934) Consummate marketer and corporate constructor that he was, in 1927 **General Motors** boss **Alfred P. Sloan** perceived a gap between his **Buick** and **Cadillac** brands, so the **LaSalle** brand was born. Over the next few years it evolved as a more stylish and less expensive way to buy a Cadillac, and indeed most of its cars were built by Cadillac. It was innovative too; the car's models in 1927 were among the first to be fitted with a **radio**, installed by the dealer not at the factory. All LaSalle's were elegant, and many of them were designed by **GM** design supremo **Harley Earl**, but for sheer overall presence we'd go for the **Series 50 Sedan**, complete with art-deco portholes on the hood, first introduced in 1934. **So what happened to LaSalle?** In the late 1930s LaSalle was facing fierce competition from cross-town rival **Packard**, and in 1940 the decision was made to shutter the marque. The LaSalle name was used on numerous concept cars by GM after World War Two.

Mercury: Cougar (1967) Mercury launched the **Cougar** to fill the space between the **Ford Mustang**, which it shared its platform with, and the **Ford Thunderbird**. It became Mercury's hero car by combining pony car performance with a larger dose of luxury. Later models attempted to recapture the spirit of the original, though they largely failed due to poor execution and performance best characterized as **lackadaisical**. **So what happened to Mercury?** Following rationalization after the financial crisis, Ford announced the end of the brand in 2010, and its last car, a **Grand Marquis**, was built in January 2011.



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