



NorCal AMCs Newsletter

*April-
May*

NorCal Meetings

Ross Guistino

It's been a couple of months since the last Newsletter and a couple of months' worth of meetings have slipped by as well. I always like to start off Newsletters with a Thanks! to everyone who attended. In March we had Nolan Dehner, Richard DeCroff, Don Homesley, John Andrews, Mark & Terrie Ehinger, Bill Bartlett, and Tyson Barbera. In April we had Nolan, Richard, Mark, Tyson, Bill, and also joining us were Sue Davis and Butch, John Black & Janet, Walt Smith & Angie, and Dave "All Auto" Pekonen.

We had a change in venue to Novato for our April Meeting so that we could accommodate our Marin County members and I'd like to thank Dave Pekonen for representing the Marin Contingent. The rest of the year's meetings will be back at our usual meeting place in Santa Rosa. Thanks once again to Round Table Pizza for hosting both the Santa Rosa gatherings as well as the Novato meeting. I'd also like to recognize Nolan for coordinating the rental of the rooms with the restaurants..

In March, topics included outstanding dues, the Marin meeting schedule, cancellation (again!!!) of Sheldon Donig's tour of his museum, smog woes of Fred Hyre, my continued woes of Greta and Vivo (gee, I wish I was a mechanic) and we had a success-

(Continued on page 2)

The Prowler—A Member's Story

Dave Coyle

This story begins on Sunday, October 13th, 1985. As a normal 19 year old, I was getting tired of driving my parents' cars. Not that the '67 Ford Galaxie 500 or the '71 Ford LTD weren't adequate modes of transportation, it's just that I wanted my OWN car. I had narrowed my choices down to a Dodge Charger, like on the Dukes of Hazard (Confederate Flag optional) or a Toyota Celica. When my Dad said we should go look at a Javelin for sale in San Rafael (Marin County, CA), I had no idea what it was. In my mind, I guess I figured that since I had never heard of it, it couldn't be cool at all. Probably some generic K-car or something with curb feelers. The fact that my Dad wanted us to look at it was a major strike against it before we even left the house.

When I saw it, I fell in love with it. I think in retrospect,



that my Dad didn't know it was a hot rod, otherwise I don't think he would have suggested it. At that time, it was painted orangish-red. It had the Vector wheels on it, and the wink mirror (since replaced with another wink mirror), but otherwise was stock. It already had the "72JAVELN" license plate on it, after it's owners changed it from "REDFRED". We took it for a test drive out on Point San Pedro Road, a windy road that goes from San Rafael to Terra Linda along the shoulders of a mountain. Not quite the land yachting experience I

(Continued on page 2)



NorCal AMCs Member's Story

(Continued from page 1)

was used to, but I loved it even more. By Monday, I had the down payment to the owners, and on Thursday the 17th, I took possession of what I nicknamed "The Prowler". Or did it take possession of me?

Got it smogged on the 18th (\$31 total!). I put some tires on it on the 21st, but that was really all it needed. At that time there were no dents, maybe a few scratches, but everything worked great. Mileage at time of new ownership: 96,275. Turned 100,000 sometime in December of 1985. Turned 200,000 several years ago.

Through the years, we have gone on many trips—Yosemite, Las Vegas, Los Angeles, Redding, San Luis Obispo, Fresno, and other exotic locations. Many late night speed runs up Highway 1 in Marin or on various back roads wherever cops were scarce. It was my faithful chariot when I would take internationally acclaimed Hollywood actresses out for a night on the town. (OK, would you believe a foreign exchange student to Sizzler?). It was my rock and roll hot rod when my friends and I were out seeing a movie and drinking beer. It was my commute car to a variety of hellish 9 to 5 nightmares. My god, I just realized that I've had it more than half my life. I can't imagine a more perfect first car for me.

I could bore you with a detailed list of everything I have fixed or replaced on it over the years, but I won't. Suffice to say that I have two 3" thick binders of receipts. About 5 years ago, I had it repainted metallic blue, a color I hoped would not catch the eye of the CHP so much as the orange/red did. At the same time, I had the seats upholstered. The seats used to be white vinyl, but they were the only things that were white on the car. Black carpet, dash, headliner, everything was black. So I decided to go with black body cloth and black vinyl for the seats and accent it with blue piping.

A couple years later, (with the help of a knowledgeable friend) I overhauled the engine. Well, he did most of the mechanical stuff; I set about cleaning and painting everything. I also added some colored hoses, some chromed parts, and other dressy stuff under the hood. It's in such a good condition now that I hesitate to take it out for fear of someone scratching it or something.

Eventually, I want to add two white stripes that will run over the car from front to back, but otherwise, I consider it restored to my satisfaction.

-Dave

NorCal Meetings—continued

(Continued from page 1)

ful raffle. We acquired several new members and welcomed a returning one (Hi Aleta!!). I'm not sure if our recent gig on local Channel 5 KPIX Evening Magazine did the trick or the timing was right, but it's nice to see so many AMC owners sticking together in the North Bay.

In order to bribe, er, entice our Marin folks to join the meeting, and to thank the Sonoma folks for traveling south, the Club bought pizza for everyone. Beer was optional. Thanks to Terrie for coming up with funds from the Treasury for our super Pepperoni & Sausage, Veggie and Cheese pies. Nothing was left at the end of the evening so I think everyone enjoyed them.

I'd like to send out an invitation to all NorCal AMCs to send me their favorite picture of their AMC—either a print-out or a digital file—so that we can begin a gallery of pics on Dave Peko-non's former "Wall of Shame". He has kindly offered us a spot in his store where we can show off our vehicles. I'm sure it is with great hesitation that Dave is moving his famed "Wall of Shame" in favor of a more dignified collection. Thanks Dave! I look forward to seeing everyone at our May meeting. Thursday evening, May 20th.

- Ross

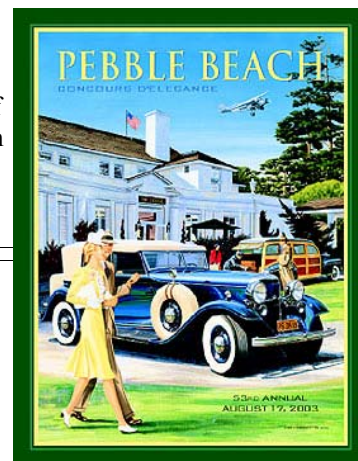
Looking for Concours class car shows? Nolan submitted these dates for the SF Bay Area:

Hillsborough Concours—May 2

Silverado Concours on Mare Island—June 2

Palo Alto Concours at Stanford University—June 27

Pebble Beach Concours d'Elegance—August 15



California Assembly Bill 2683—Boo Hiss

Californians are once again struggling to defend their old cars. This is a big issue people. If you haven't already done it, write your Law Makers NOW. This article is from the website of Specialty Equipment Market Association (SEMA) which is appealing to it's business members to act swiftly. So as you read this article, keep in mind that it is geared toward business but you can easily adapt it to your individual situation. The first part shown below is a summary, followed by an introduction from SEMA with contact information, and at the end is a sample letter that you can use. Thanks. -Ross Guistino

URGENT LEGISLATIVE ALERT

Legislation to Repeal Old Car Emissions Exemption Reintroduced in California State Assembly

Here we go again! Legislation (A.B. 2683) has been introduced in the California State Legislature to repeal the state's current rolling emissions test exemption for vehicles 30 years old and older. A.B. 2683 would repeal the current pro-industry, pro-hobbyist exemption and replace it with a law requiring the permanent testing of all 1976 and newer model vehicles. The current 30-year rolling emissions exemption permits an additional model year to be exempted each year, allowing all vehicles that remain on the road for at least 30-years to eventually be exempted from emissions tests.

Unlike past years, this repeal bill has the full support of deep-pocketed stationary source polluters (e.g. utility companies, oil refineries, etc.), environmental activists and government regulators. Even the Governor has indicated his support for measures like these. While we still have the strength of argument on our side, if we are to retain our rolling exemption, it will be the result of the hardest battle we have fought since it was enacted in 1997. The bill was introduced by California State Assemblywoman Sally Lieber (D-District 22)

We Urge You to Contact Assemblywoman Lieber and Your Own State Assembly Member Immediately to Oppose A.B. 2683

- Existing law in California exempts all vehicles 30-years old and older from emissions testing.
- California's current emissions testing exemption recognizes the minimal impact of vehicles 30-years old and older on vehicle emissions and air quality.
- Vehicles 30-years old and older constitute a small portion of the overall vehicle population and are a poor source from which to look for emissions reduction.
- Antique and classic vehicles are overwhelmingly well-maintained and infrequently driven (about one-third the miles each year as a new vehicle).
- Legislators and regulators are feeling the heat from a failed effort to meet air quality goals and are looking for a convenient scapegoat. The old car hobby should not carry the burden of their mistakes!

Contact your State Assembly Member to oppose A.B. 2683. Assemblywoman Lieber can be reached by e-mail: Assemblywoman.Lieber@assembly.ca.gov To find out who your own State Assembly Member is, contact the California Assembly's general information line at 916/445-4311. This information can also be accessed via the Internet at <http://www.enjoythedriver.com/legislative/contact legislator.asp> or by calling the SEMA Washington, DC office at 202-783-6007, ext. 38.

If you are a California-based company, do business in California or just want to get involved as a leader in the old car community, we ask you to cut and paste the letter below to your corporate letterhead and send these letters to the following California legislators.

The Honorable Jenny Oropeza
Chair, Assembly Transportation Committee
State Capitol, P.O. Box 942849
Sacramento, CA 94249-0055

The Honorable Kevin Murray
Chairman, Senate Transportation Committee
State Capitol, Room 4082
Sacramento, CA 95814

The Honorable Sally Lieber
California State Assembly
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0022

California Assembly Bill 2683—continued

(Continued from page 3)

SAMPLE LETTER

[Date]

The Honorable _____

RE: California Assembly Bill 2683

Dear Assemblymember (or Senator) _____:



About SEMA: A love for cars, trucks and SUVs is the motivating force behind the Specialty Equipment Market Association (SEMA). This trade association consists of a diverse group of manufacturers, distributors, retailers, publishing companies, auto restorers, street rod builders, restylers, car clubs, race teams and more. SEMA members make, buy, sell and use all kinds of specialty parts and accessories to make vehicles more attractive, more unique, more convenient, faster, safer, more fun and even like-new again. The companies that founded SEMA--and the entire specialty parts and accessories industry, for that matter--were started by people who loved cars and trucks and turned their hobby into a career. Most people in the industry today still feel this way. That's one of the things that makes SEMA and its members unique.

On behalf of (Your Company's Name), I am writing with substantial concerns regarding California Assembly Bill 2683, which would repeal the state's current rolling emissions test exemption for vehicles 30 years old and older. A.B. 2683 repeals the current pro-industry, pro-hobbyist exemption and replaces it with a law requiring the permanent testing of all 1976 and newer model vehicles. We are convinced that the repeal of the 30-year rolling exemption will cause definite harm for no verifiable emissions reduction benefit.

Our company is a member of the Specialty Equipment Market Association (SEMA). SEMA is a trade association made up of approximately 5,200 mostly small businesses in California and nationwide that manufacture, rebuild, distribute and retail parts and accessories for motor vehicles. The products manufactured by our member companies include functional, restoration and styling enhancement equipment for use on passenger cars, trucks and special interest vehicles. Our market is the many California constituents that collect and restore motor vehicles. These vehicle hobbyists unanimously oppose this bill.

Studies have found that only 10 to 20 percent of vehicles on the road contribute up to 90 percent of the mobile source pollution. These same studies have identified vehicles of all model years as making up the problem cars. Some legislators and regulators have suggested that by rolling the age limit, some of the dirtiest cars stay on the road unrepaired, but fail to cite any evidence to support this assertion. Even the U.S. Environmental Protection Agency has acknowledged that not all old cars are dirty cars and that many are quite clean. In fact, at the time the 30-year rolling emissions exemption was being considered by the legislature, the California Air Resources Board found that the older vehicles eligible for the emissions exemption constituted only a small portion of the vehicle fleet (less than 200,000 of the over 20 million cars in California) and were generally well-maintained and infrequently operated. So, what's changed? Could it be that regulators, feeling the heat from a failed effort to meet air quality goals, have found a convenient scapegoat?

This seems to be the case as recent reductions in the emission "cut points" used to determine if a vehicle passes or fails its emission test have discriminated against older vehicles. Making the standards disproportionately more stringent for older vehicles artificially raises the failure rate for such vehicles (thus fueling the regulatory campaign against them) and has the effect of raising the cost of ownership. Many California motorists, especially those on low or fixed incomes, are no longer able to afford their older vehicles even though they are still in good running condition.

California also exempts cars that are four or less model-years old. The logic being that it is senseless to test newer vehicles, the results of which demonstrate no significant air quality benefits. The idea behind exempting any class of vehicles is to reduce costs while not losing appreciable emission reductions. This strategy builds support for emission inspection programs, but also directs finite resources where they will do the most good for the most people and for the least cost. With more at stake than any other state, California must lead the way in attacking motor vehicle pollution where it lives and not on the backs of the old car collectors and lower-income citizens.

Thank you for your consideration.

Sincerely,

Some Important Dates for Local Events

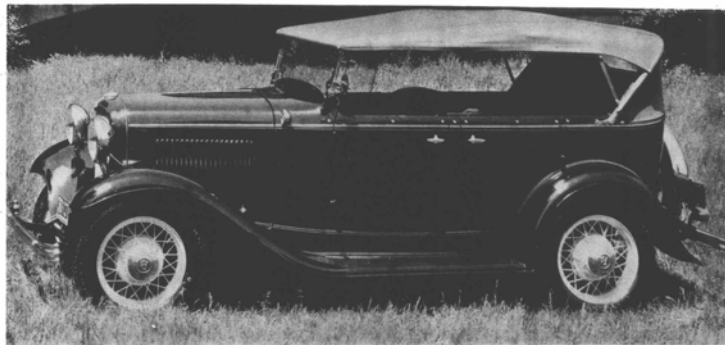
Richard DeCroff's "other" Club is holding their Annual Swap Meet on May 16. This is a big meet for Sonoma County and I encourage everyone to get there early for the best selection.

- Ross

30th Annual Swap Meet May 16, 2004



Early Ford V-8 Club
Redwood Empire Chapter



**ALL MAKES - ALL YEARS
BUY, SELL, TRADE - CARS & PARTS**

**NO RESERVATIONS TAKEN -
ROOM FOR ALL**

**Sonoma-Marin Fairgrounds
Petaluma, California**

20' x 20' SPACE \$25.00

INFORMATION:

DAVE PETERSON
(707) 527-9183
E-mail: davepete@sonic.net

SUN-UP TO 2PM



Double Decker Bowling Lanes' 3rd Annual Collector Car Show and Poker Run.

This show benefits Bob Burkes Program—Kids With Cancer and will be held on Sunday May 9th at 300 Golf Course Drive in Rohnert Park. The Poker Run starts at The Lanes at 8:30 a.m. and returns to the bowl around 10:30 a.m. \$25 registration includes the poker Run and the Car Show. This is a pre-registration only show—no cars accepted the day of the show. Two awards per Car Class, Poker Run prizes and Best in Show Award. Classes include: Vintage '49 and Earlier, Stock '50-'64, Stock '64 and Up, Custom Modified, Muscle Car, Stock Trucks, Custom Trucks, Vettes, T-Birds, Mustangs. Contact Jim Decker 707-585-0226 or go to http://www.sonic.net/WWW_pages/rossg/NorCal/DDLANESShow2.jpg and download an application.

Peggy Sue's All-American Cruise—2nd Annual Car Show & Cruise, June 10th, 11th, 12th & 13th

This is THE big event of the season. Cruise-in, Poker Run, Mystery Run, Sock Hop, Show & Shine, Pancake Breakfast, Cruise, Music, Entertainment. A lot of hard work goes into putting this Show of Shows on and I encourage everyone to attend and enter if they can. The show takes place in Santa Rosa and in Windsor. Please call 707-575-3267 for more information or visit their website: www.PeggySuesCruise.com



Plastic Repair Tip from biljoh@mailcity.com on the AMC Mailing List: Did a bit of searching and found some good info on preventing and repairing cracks to the screw mounting holes in the plastic dash. Take small strips of 1/16" aluminum and epoxy them on the underside area of the dash screw holes using J-B weld 2 part metal epoxy. It takes 24 hrs for it to cure but when it does it is harder than the plastic in the dash. Once it cures drill out the aluminum through the existing hole (being careful not to chip the hole of course), the idea here is to brace the area around the screw hole to prevent the pressure from the screw from cracking it. In addition small painted washers can be used under the screw heads to distribute clamping force more evenly around the screw hole. You can also repair cracks to the visible exposed side of the surface of the dash by filling it with the J-B weld then painting over it after its dry. Anyone ever tried using the strips of aluminum on the underside of cracks? Sounds like a good way to prevent them from reoccurring.

Local Event Dates—continued

Aside from Richard's Swap meet, another must see event is the Stoke Ranch car show. Get the polish out, and have some fun. If informal is your kind of car show, then the most informal, held at one of the more interesting locations for a car show, will be **Fred's All-American Old Car Day on Saturday May 15th from 9 a.m.—4 p.m.** at Stoke Ranch on Old Redwood Highway north of Santa Rosa and just South of Windsor. The Stoke Ranch is one of those special nostalgic places. It houses the collections of owner Fred Stoke, which includes the world's largest oil can collection, among other things. While driving down Old Redwood Highway, you might have noticed the Signal Gas station [*Editor's Note: The WHOLE gas station, not just a puny sign!*] that sits on the property. Don't get fooled by the nostalgic price for a gallon of gas. This event is open to American cars only, and being informal means there is no judging, no classes, no trophies, and no trailers. If you can drive it to the ranch, you can make a donation of \$10 to the Redwood Empire Classic Chevy Club, which they'll then donate to a worthy charitable cause. It sounds like a lot of fun; Call Ken Williamson at 707-527-6068 to make plans to bring your American car to Fred's All-American Old Car Day, 5525 Old Redwood Highway, Santa Rosa.



10th Annual Show & Shine Car Show, Juilliard Park, Santa Rosa

The Engineering Contractors Association and the Maintenance Superintendents Association sponsor the 10th annual Show & Shine. The event is scheduled for **Father's Day, June 20th**, and will take place at **Juilliard Park in Santa Rosa between 9 a.m. & 4 pm.** Trophy classes include stock, hot rod, trucks, motorcycle, and people's choice. The proceeds from this show have been earmarked for the Associations' scholarship programs. This is the kind of show where owners spend time talking with one another while enjoying a barbecued tri-tip. Entries will cost \$20 each, and more information can be found by calling 707-546-5500, or the event Chair, Mark Powell at 707-543-3354. Donations toward raffle prizes would greatly be appreciated as well.



3rd Annual Memorial Day Car Show, Mary Agatha Furth Center, 8400 Old Redwood Highway, Windsor

If you're as proud of your classic ride as Al Lovi is of his 1947 Desoto, you might think about parking it alongside that green machine and other classics that will be on display at the 3rd annual Memorial Day Car Show on **Monday May 30th from 9 a.m. to 3:30 p.m.** at the Mary Agatha Furth Center in Windsor. Al tells me the show is limiting entries to 120. Entries this year will be competing for more than 50 trophies in the 20 classes, including antiques, rods, classics, vintage, pick-ups, muscle cars, motorcycles, and an all-original class. The all-original allows for no more than 3 changes on the vehicle from the day it was first driven off the showroom floor. One of my favorites for this year is the restoration, or

work in progress class. Consider this an early reminder to get your vehicle registered well in advance of the event. Registration will be officially closed by May 20th, but there is a good chance the show will fill up sooner. Registration cost is \$30 per car, motorcycle, or truck. For additional information or a copy of the registration form, contact Al Lovi at 707-837-1786. Raffle donors are welcome and proceeds from entries and raffles will go toward the Mary Agatha Furth Center, youth groups and community charities.

NORCAL AMCS MEETING DATES:

THURSDAY MAY 20TH @ 7 P.M.

THURSDAY JUNE 17TH @ 7 P.M.

Place: Round Table Pizza, 2065 Occidental Rd, Santa Rosa

This just in from the Interesting-But-Not-Necessarily-Useful Department: April 11th marked the 91st birthday of Oleg Cassini. We should be so lucky to see a Cassini Matador last as long! Thanks goes to Jock Jocewicz - President/Editor NAMDRA for this reminder.



Mexican Gremlin Racing

Article submitted by Mark Foehl

Original article written in the Nov-Dec 2001 AM-Extra Magazine

Written by former Chief product Planner for VAM, Salvadore Diaz, Mexico City, Mexico

Rallying began in Mexico in the mid-fifties; the first important event was run in 1954 from Mexico City to Acapulco; shortly after, in 1957 the "Rally de las 24 Horas" began its yearly date in July. Factory participation in the 60's and 70's had been an on-and-off affair, notably from Renault, Ford and to a lesser degree Automex (Chrysler).

The character of these events had always followed European models, combining "speed stages" (road races on dirt or gravel roads) with regularity legs (time-speed-distance). A skilled driver plus a talented navigator and a suitable machine were a must. Horsepower was not the absolute deciding factor, but was certainly important. Maneuverability in narrow, winding roads was at least as important, as dirt roads. By the late 70's, the Mexican Rally of at least 600 miles each, run from late Friday to

During 1977, Jorge Pimentel, management of VAM's engineering department began to consider the possibility of running an official factory team in the Mexican Rally Championship. Plans started for building a team for 1979. Cars were, appropriate enough, two Rally AMXs with minor mods. Engine was a high performance version of the "282" six, already released for production was 172 net for production engines, a bit care in assembly. Cars were never road capable of 0-60 times of around 8 seconds.

1978: For '78, a Makes or Manufacturer's were Ford with a team of Fairmonts, Renault Lancia Beta Monte Carlos and VAM's two the Manufacturer's prize in a very close

1979: A three-car effort was planned for this year. This time Gremlins were the choice due to their lighter weight plus increased maneuverability. Cars were painted bright yellow with black-white-red stripes more or less like Nurburgring's Spirits. Competition included four Ford Fairmonts sponsored by a large dealer plus a semi-official brand new Mustang. Renault focused on supporting two R5 Alpines imported from France and the Lancia team continued their same cars which were beginning to look tired.

Throughout the season VAM led in points, both in driver-navigator's championship as in make's, but by slim margins. Even in speed stages, 6 cylinder Gremlins consistently beat 302 V8 Fairmonts, until they installed 351 heads only that way things were equalized. VAM-Ford rivalry was at a peak. It was Gremlins vs Fairmonts. Before last event, VAM's team had top three positions. Fourth was the R5, but they could still win. Giving the expected distance and number of controls, the Rally Acapulco, one of the most prestigious, should award around 130 points. The best Ford crew, could not touch the VAM line-up no matter what. However, Makes Championship, which was really VAM and Ford's interest were much closer, with a slight advantage to VAM over Ford and Renault a distance third. Lancia threat had vanished. For VAM and Ford, everything could happen (only best position of each make was awarded points).

Acapulco Rally started with a speed stage of ten laps. The speed stage results went to 1) Mustang, 2) Gremlin 3) Fairmont and 4) Gremlin. Considering that the Fords were considerably more powerful, it was an excellent result due to driver skills as well as car balance and handling. Unfortunately, this event marked one of VAM's less happy result with the VAM drivers coming in 5th, 6th and 7th. Ford got the Manufacturer's award this time.



VAM
Vehiculos
Automotores
Mexicanos

Mexican Built AMCs

Key specs were:

- 282 c.i.
- 2 barrel Holley carb
- Tubular headers
- 8.5:1 compression ratio
- Mildly ported and polished heads
- 302 camshaft

tion for the 1979 model year. Rated horsepower more for team's cars due to larger carbs and extra tested but it was estimated that they should be ca-

Championship was established. Key competitors ault with R12s and R5s, a team of three private Rally AMXs. At the end of the season VAM got contest to Lancia and third place Ford.

(Continued from page 7)

1980: After a good 1979, despite losing Manufacturer's Championship to Ford, plans began for 1980. Unfortunately, inside VAM there were people who not only did not appreciate the commercial and technical benefits of racing/rallying, but also believed the whole program to be a nuisance, a waste of time when there is so much work to do. In this they had a point. The Lerma project was going full speed ahead and required every man-hour available. In the end, the decision to go ahead was taken although on a much reduced scale. Only one car was considered. It as a brand new black (no stripes whatsoever) American Rally GT (Spirit in U.S.) Ford also reduced its involvement considerably, still supporting (same old) Fairmonts plus a Mustang, but now "outside" sponsors paid the bills: Marlboro and Texaco-Havoline. Renault continued its full support to the same two R5 Alpines. Lancias were no more; Chrysler fielded a Dodge Dart (Diplomat) with a 360-V8, but it was rather too big and a poor handler due to infamous transverse torsion bar suspension.

[How did this race turn out you ask? That, my friends, will have to wait until I can get the missing Chapter to this story from Mark. Stay turned. —Editor]



Aleta Stark's '69 Javelin

Stuff 4 Sale

Mark Foehl has the following that he's looking for a new owner for:

- '71-74 Javelin AMX Instrument Cluster: 0-140 Speedo, 8,000 Tac, with gauges: \$80.00
- '68-70 Javelin AMX air-conditioning parts: A/C control panel, evaporator and housing, cables, blower, York pump with mounts, condenser, vents (no overlay): \$60.00

Give Mark a call at 707.545.4991

This ad was in the Redding, CA paper sent to me by Alan Cardin:

- '65 AMC Rambler convertible, Low mi., \$3100 obo. Must sell. 530-243-0128 or 530-227-0014.

WANTED! Neutral safety switch

Chad Chadwick needs a good neutral safety switch for his '69 Javelin with a shift command transmission. Pleeeeeeease send to a needy fellow AMCer.

Vinyl Top Cleaning

Lesson Learned Department: This tidbit comes to us from John Brooks on the AMC Mailing List: From oil on leather seats to vinyl tops, please read this. Years ago I had a vinyl top on my '79 silver anniversary car start to go bad in the California sun all its life. I had always used an interior conditioner from the auto section after cleaning. I think it is still the best but only if used properly. Since it was so good inside I used it outside on the vinyl top. In a short time it got worse so I used some more to save it. Stupid me didn't read the directions. At some point I read the directions and it stated clearly "DO NOT USE ON VINYL TOPS". It is an oil based product that attracts and multiplies the sun's effects, so guess what it did to the top. Most vinyl conditioners are water based and that's why you have to use them all the time especially on the outside. There are lots of uses for oil base but not on the top. Be very careful cleaning vinyl tops and use very soft brushes and cleaners. One vinyl top repair man said not to use any conditioners at all, ever. If I did, it would be water based done very lightly and wiped off very good. This might be an item where spending a few dollars more for the best stuff would be the best.

[More vinyl top suggestions on the next page>>>]

New Parts Offered By:
Andre " A.J." Jacobs
Owner & Proprietor, South Texas AMC
Website: <http://southtexasamc.tripod.com>
Phone: (830)-980-3165
Email: akjamc@juno.com



NEW BALANCERS, all are \$149.99each, with shipping:

- 1) 401 4 bolt
- 2) 390 3 bolt
- 3) 360 4 bolt
- 4) 360 3 bolt
- 5) 304 4 bolt
- 6) 304 3 bolt

CAM AND LIFTERS

- 1) Elgin 478 lift, 298 duration cam and hydraulic lifters \$159.99 with shipping, or \$79.99 each with shipping.

WEATHER STRIPPING

I have also expanded my weather-stripping and carpet lines. I have all the usuall AMX and Javelin parts and the following:
(there are several different seals for some of the listings I have combined, please give make and model for specific application).

- 1) Trunk weather seals for most 60s-70s AMCs

DOOR SEALS

- 1) 64-69 American hardtop and convertible , 2 dr sedans and 4 drs
- 2) 1967-73 Rebel, Matador and Ambassador 2 dr hard top and convertible
- 3) 1970-77 2 dr Hornet, 70-78 Gremlin, 78-83 2 dr Concord, 79-83 Spirit, 80-88 2 dr Eagle, ALL 2 dr bodies
- 4) 1968-74 AMX and Javelin

ROOF RAIL SEALS

- 1) 1964-69 2dr Hard top American
- 2) 1966-67 Marlin, Rebel, Classic, Ambassador 2 dr hard tops
- 3) 1968-74 AMX and Javelin

BELT LINE "FUZZES"

- 1) 1964-69 American 2 dr hard top, convertible, 2 dr sedan and 4 drs
- 2) 1965-69 Classic, Marlin, Rebel and Ambassador 2 dr hard top
- 3) Gremlin, early bulb type
- 4) 1968-74 AMX and Javelin

CARPET KITS

Many new kits available, from Pacers to Alliances from 1959 to 1988! Check with me for your needs, most start at \$124.

COMING SOON

Machine center cap retainers. These will be made from spun aluminum and fit the 1970 "cone" type center cap.

Vinyl Top Cleaning—continued

Ron (AMC List) asks: The top on my 73 Javelin is in perfect condition, I just want to be able to clean the dirt out of the "textured" areas. Looking for suggestions on product and methods that have worked for you. Thanks.

Some Suggestions:

I use Armor All (the green bottle stuff) on all my vinyl inside and out, works great on my black top and leaves it nice and shiny. I'd suggest spraying a fine mist over it, let it sit for a few minutes, wipe it off, then spray more. --Jonathan Juszczuk, 1973 AMC Javelin

I use a product called, coincidentally enough, "vinyl top cleaner". It was for convertible and vinyl tops. A good bristled brush (not too stiff) and this stuff seemed to work quite nice getting into the little textured crevices. --Rick Ferron, Niagara Falls Canada

We have used Tuff Stuff on our white vinyl top with good results. --Michelle & Dave, '71 Javelin '71 AMX, '71 Javelin R/W/B



An AMC for sale in the Northern California area.

From: Chris Taylor

Email: christoff@fastmail.fm

Phone: 707.778.6010

For Sale: A 1967 Rambler American 440 hardtop Typhoon 290 automatic. If you are into building another Rambler let me know. This is a good project car; rough but very straight with all chrome and emblems. Asking \$500



Yet another AMC for sale in Northern California—Chico to be exact. I saw this 304-powered Javelin in person and I have to say that it is in very good shape with the exception of the driver's side front fender. In an unfortunate event, the tire blew out and banged up the fender pretty good. See the pic of the fender and the culprit that did it. With the exception of the missing fender, the body has no rust and just a slight ding in the chrome above the grill. The white vinyl top is worn and cracked and will need replacing. The interior is in decent shape for the age of the car with the usual wear and tears in the driver's seat. The back seat is in great shape with no rips. The dash is also in good shape. I did not get a chance to test drive this car but can do so on my next trip to Chico if anyone is interested. Just let me know. This car has been in the same family since it was bought; everything is pretty stock in it, 104,000 miles.

For more information, please call: Larry Farrell at 530.899.8680





Urban Myth #872: Chevy-Powered Ramblers?

Written in Hemmings Muscle Machines March 2004, Submitted by Alan Cardin

Among the most persistent urban myths still going around is the idea that Ramblers used Chevy V-8 engines. Let me state here and now this one important fact regarding that whole story: **NO RAMBLER PRODUCTION CAR WAS EVER PRODUCED IN AMERICA WITH A CHEVROLET ENGINE—V-8 or 6.**

It's easy enough to figure out where the misinformation came from. After all, the 1957 Rambler Rebel had a 327-cu.in. V-8—and wasn't that proof enough? Well, no, as a matter of fact. The AMC 327 V-8 was designed by AMC engineers and built in Kenosha, Wisconsin, in AMC plants by AMC assembly line workers. It had nothing in common with the Chevy engine, other than approximately the same displacement. You see, Chevrolet didn't even have a 327 V-8 until 1962—so it could hardly have been supplying them to Rambler back in 1957, could it?



And as long as we're dispelling myths, let's tackle another one—that Chevy sold 327 V-8s to Jeep for installation in the Wagoneer beginning in 1965. That's wrong too—as a matter of fact, the 327 V-8 Jeep offered to the Wagoneer and Gladiator trucks was actually the AMC V-8. Imagine that.

Gremlin Burn-out!

Written in Hemmings Muscle Machines January 2004, Submitted by Alan Cardin

Wally Booth does a burnout in his '73 Gremlin X, and the background shows how big match racing was back then. In the back were Jenkins, Akron Aden Vanke, Landy, Nicholson, and there were more cars there than that. Wally Booth was an extremely smart guy, and horsepower wasn't a problem with the Gremlin. They'd take the biggest AMC engine, the 401 V-8, and start punching it out from there. But the aerodynamics were really bad, with a huge vortex that held the car back, probably 5 or 6 mph slower than everyone else. When they switched to the Hornet body, they picked up about 10 mph. The Gremlin was so weird that, several times, Booth would blow the back window out of it at maybe 140 or 145 mph. Amazing. [Editor's Note: I don't usually push Greta or Vivo over 80 mph so hopefully I won't have to worry about back window blow-out.]



NorCal AMCs Roster

Andy Allen	60 American 2-Dr Wagon '69 Ambassador SST Too many to list here!		Auto Body & Custom Fabricating, Welding, Mechanical
John Andrews	60 Rambler American	howlee21@comcast.net	Mechanic
Tyson Barbera	'73 Javelin AMX Piere Cardin '64 BelAir 2-door Custom '48-49 Ford F3 Duely Chop Top		Graphic Art Vinyl Work
Bill & Connie Bartlett	66 Pontiac LeMans Convertible '64 Harley Davidson Servicar	borderlab@earthlink.net	
Dave Bartz	69-1/2 AMX Project (California "500 Special")	dbartz@pacbell.net	All About Classics
John Black & Janet	79 MGB	worditicmanro@yahoo.com	Mechanical, Auto Body, Upholstery
Roger Brannan	68 AMX (2), '69 AMX (3) '70 AMX (2) + Lincolns, Caddys, Fierros...		Tour Site
Tom Brockman	69 AMX (project car)	teb2@netzero.net	Mechanic
Alan & Kelly Cardin	66 American Rogue, '70 AMX '69 Mercury Cougar XR-7	cardin@sonic.net	
Chad & Nancie Chadwick	69 Javelin '66 Buick Skylark Convertable	chadchadwick@mail.com	
Dennett Colescott	51 Hudson Pacemaker '65 Marlin, '69 AMX Eagle Wagon		Custom Finishing
David Coyle	'72 Javelin	dcogle@sonic.net	
Sue Davis & Butch	66 Marlin	johnamsden8@netzero.net	
Richard DeCroff	76 Pacer DL '75 Pacer Parts Car '35 Ford Flat head		
Nolan & Grace Dehner	76 Pacer Standard '76 Pacer DL	Nolanatcamelot@aol.com	Public Relations & Co- Events Coordinator
Mark & Terri Ehinger	51 Chevy Business Coupe '73 Hornet X Hatchback	lahinge51@aol.com	Vice President
Mark Foehl	'69 Javelin		
Ross & Terrie Guistino	75 Gremlin X '73 Gremlin 304	rossg@sonic.net	President & Newsletter Editor Treasurer
Matthew Hall	Matadors, Javelins '67 Rambler Rebel '85 Eagle, '92 Cherokee Too many to list here!		Tech Advisor
Don Homesley	69 AMX		
Fred Hyre, Sr.	82 AMC Eagle 4x4 Wagon	flhyresr@aol.com	Mechanical, Paint
Tony & Arlene Lazzarini	69 AMX, '70 AMX '68 SST Javelin	tlazzarini@earthlink.net	Tech Advisor
David Parsons	65 Ambassador	qr8twecker@comcast.net	
Dave Pekonen	'75 Levi Gremlin Drag/Street '75 Levi Gremlin 258 '76 Pacer '66 Rambler Classic Wagon '69 AMX Drag/Street '70 Javelin Oval Track Racer '69 Javelin Project	pekonen@sbcglobal.net	Owner--All Auto & Tech Advisor
Denis Roberge	Ramblers, Ambassadors Hornets, Gremlins '70 AMX, '72 Javelin Too many to list here!	oddrod54@msn.net	
Walt Smith & Angie	72 Ambassador	bigguy7@sonic.net	Groth Motors Auto Sales (707) 546-3857
Aleta Stark	69 Javelin	starkallie@yahoo.com	



NorCal AMCs Car Club

Newsletter Editor: Ross Guistino
Email: rossg@sonic.net

Newsletter suggestions, articles and pictures are always welcomed and encouraged. Send your information via the email address noted above or mail your thoughts to:

Ross Guistino
NorCal AMCs
7869 Montero Drive
Rohnert Park, CA 94928
707.799.3191



"Dedicated To The Proliferation And Enjoyment Of All Things AMC"

Rambler, Nash, Hudson...AMC! Do you or someone you know own or used to own an old Rambler, or perhaps a Gremlin? You're not alone. There is a small group of car owners who are proud of their American Motors heritage and meet the third Thursday of every month at 7 p.m. at Round Table Pizza, 2065 Occidental Road in Santa Rosa. We call ourselves the NorCal AMCs. Everyone is welcome to attend. Don't have or never heard of an AMC? No problem. Do you have a passion for old cars and want to see them re-stored? Need that hard-to-find part? Stop in and talk with us, maybe we can help. If you think you'd be interested in joining our Club, then feel free to contact us via email, snail mail or cell phone. Thanks!

WEBSITE: <http://www.sonic.net/~cardin/NorCal/>

APPLICATION:

http://www.sonic.net/WWW_pages/rossg/NorCal/NorCal_Application.pdf

NorCal AMC Meeting Dates for 2004

- January 17 - 1 p.m. (Founders Day Meeting)
- Thursday February 19 - 7 p.m.
- Thursday March 18 - 7 p.m.
- Thursday April 15 - 7 p.m. in Marin County
- Thursday May 20 - 7 p.m.
- Thursday June 17 - 7 p.m.
- Thursday July 15 - 7 p.m.
- Thursday August 19 - 7 p.m.
- Thursday September 16 - 7 p.m.
- Thursday October 21 - 7 p.m.
- No meeting in November and December

Meetings held at Round Table Pizza, 2065 Occidental Rd, Santa Rosa unless otherwise noted