

# NorCal AMCs Newsletter

Jan-  
Feb



On Saturday, January 17th, the first Club Meeting of the year was held and the theme was geared around our Founder and first President, Alan Cardin. Arriving fashionably late, and thereby worrying this Editor and current President, Alan was a very welcome site for all of the Members who haven't seen him since last year. After exchanging heart-felt speeches, Alan and I settled down into a nice rhythm. He and Kelly sat back and enjoyed the show while I conducted Club business under his watchful eye... the pressure was tough!



Present at this first meeting, and a big THANK YOU to all who attended, were: Alan & Kelly Cardin, Nolan Dehner, Dave Coyle and Patty Lea, Roger Brannan, Don Homesley, new Club Member Tom Galli and Penny Clark, Mark and Terri Ehinger, returning Member Sue Davis, Tyson Barbera, Chad and Nancie Chadwick, Richard DeCroff and Cheryl, Dennett Colescott, Bill Bartlett and new Member Tom Brockman, who traveled all the way from Hayward!



The first order of business after welcoming Alan, was collecting Membership Applications and dues for 2004. Thanks for all who turned in their dues at the meeting (and some of you beforehand!). Please be sure to complete a new Application for 2004 detailing your new additions to your stable of AMCs and send in your \$20. It is very much appreciated.

On the back of the Newsletter, and handed out at the January meeting, is a schedule of Club meetings for the year. Please note that all meetings, with the

*(Continued on page 2)*



## NorCal AMCs January Meeting

*(Continued from page 1)*

exception of the January meeting, will be held on the third Thursday of every month, at 7 p.m. Our host restaurant remains the same this year—Round Table Pizza on Occidental Road in Santa Rosa—however, we have tentatively scheduled two Marin County meetings—one on April 15th and the other on September 16th. I'd like to hold one of those meetings at the Novato Round Table and the other at Tony Lazzarini's home. More details to follow. And as usual, there will be no meetings in November or December.

This year we got some really good suggestions for group tours. We will be looking into gathering as a group and going to the military collection of tanks and good stuff in Cupertino, an antique truck museum in the Vacaville/Dixon area, the DeRosa Art Museum in Napa, the F\*rd Museum in Sacramento where Dave Coyle's friend is a docent, and hopefully we'll shoot for the eclectic collection of stuff by notable Marinite Sheldon Donig that we missed last year. Everyone came up with great suggestions for group tours and I hope we can realize some of them.



An extra Thanks to Dennett for being the only one to show up at our meeting with a camera. Nolan and I, who normally go everywhere with our cameras, both forgot to bring them. We

*(Continued on page 4)*





## A Showing of NorCal AMCs in January



Bill's '64 Harley Davidson Servicar



Tom's Javelin



Dave Coyle's '72 Javelin

Tyson's  
'73  
Javelin  
AMX



Ross' '75 Greta X



Nolan's '76 Pacer



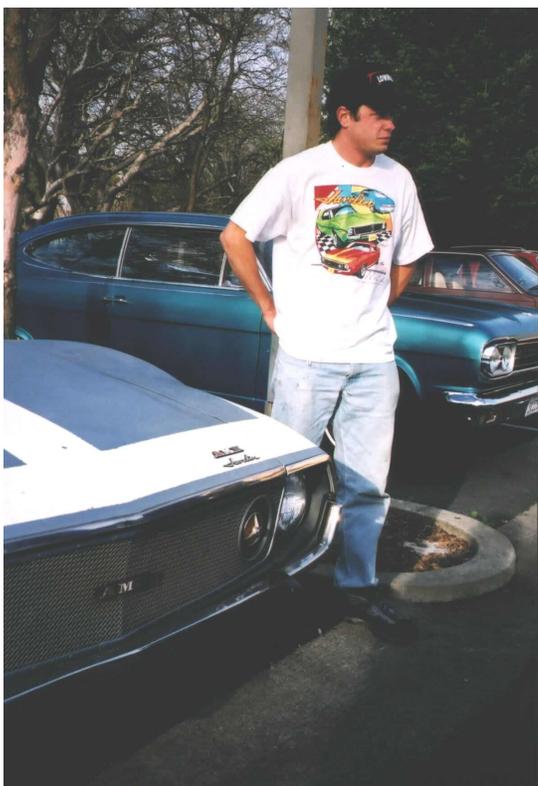
## NorCal AMCs January Meeting

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have good excuses, however. I dragged Nolan with me to Vallejo to pick up a rear end out of a '66 Belvedere for my new acquisition—a '73 Gremlin with a 304. We were running late and in all the excitement, left for the meeting without cameras. And as luck would have it, we had an impressive showing of AMC vehicles in the parking lot. As much as I hate to admit it, it is quite extraordinary for us to have so many Member cars in one spot all at the same time. Thank you, Dennett, for getting pics.

I look forward to another year of leading the Nor-Cal AMCs.

-Ross Guistino

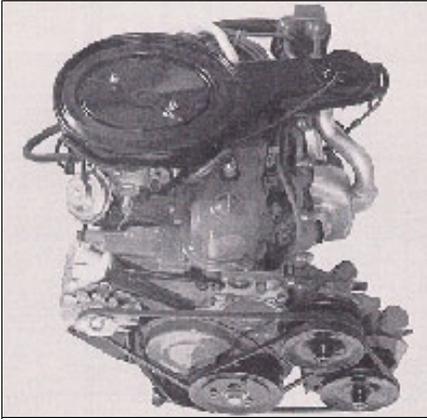


MEETING DATES:  
THURSDAY FEBRUARY 19TH @ 7 P.M.  
THURSDAY MARCH 18TH @ 7 P.M.



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

## Questions from the AMC List on-line: Tidbits of the AMC 4-cylinder Engine



Joey writes: I have tried looking in the archives about the AMC four used in Gremlins & Spirits. Was it made by Porsche? Am I thinking of the (Pontiac) Iron Duke? I want to build a mini stock NASCAR racer for Irwindale Speedway. Any help appreciated

Bruce Replies: Go with the "Iron Puke". There's LOT'S of speed equipment made for it (it was used as the base engine in a NASCAR class). That piece of crap (stock) can be modified to put out 300HP with Pontiac Super Duty parts. The "Porsche" engine you refer to was a Bastardized version that never went over all that well and is about impossible to find parts for. Your main competition will probably be Ford 2300 (Pinto) for which there is a TON of speed equipment made. We raced the same type class (mini stock) at a local asphalt track using a Toyota 20 & 22R (depending on class) and those engines were our main competition. We won two track championships and about 50 races in the time we raced with the Toyota. Just my opinion; your mileage may vary!

Jerry Replies: I believe there were three separate 4-cylinders used, the first was an Audi motor, the tooling bought from them (it was almost exactly like the Porsche, only with carburetor instead of FI the Germans used), the 2nd a Pontiac Iron Duke, and finally, a basically cut-in-half AMC 304 to make a 4-cylinder later on. Audi designed motor was strictly 77-78, Iron Duke after that, then sometime in the 80s, the AMC version.

A little history on the Iron Duke culled from the following website: <http://www.geocities.com/MotorCity/Flats/6782/skylarkIV.html>

The engine was produced 1977-1993. In 1980-81, then engine was carbureted. From 1982 on, it had throttle body fuel injection (TBI). This engine produced 90 hp - even for a small car such as the Skylark this isn't much power. Choked with emissions equipment, and tuned for maximum economy, the Iron Duke is a bit slow. However, if you can deal with that, you'll find this engine is quite capable in all other areas, particularly in durability. Most of these engines quite easily achieve over 150,000 miles.

One design element that contributes to the engine's longevity is the fact that no timing chain (or timing belt) is used- instead the crankshaft and camshaft are directly connected through a timing gear. This prevents a costly engine repair due to damage caused by the chain breaking at high mileages on other engines. The crank gear is steel; the cam gear is either a bakelite fabric composition or aluminum. The teeth on the cam gear can strip out on high mileage engines, but this setup lasts longer than a timing chain. Mine is still just fine at 182,000 miles.

Both the block and head are of cast iron construction, which is better than some of these aluminum head/cast iron block engines which suffer head warping after overheating. The only aluminum used in this engine that I know of are the pistons themselves. Some of these engines even had roller valve lifters- very unusual for such a low cost, high production engine. Not all did though. The 2.5 doesn't really seem to have a "weak point" in it like other engines- except they tend to leak oil a lot from the valve cover and other gaskets. However, if you keep the level topped up and change the oil regularly, you'll be fine for many years. The early (80-81) carbureted version of this engine is pleasantly smooth and quiet. Even the starter sounds cool. The 82 and later fuel injected version is somewhat noisier- mainly noise from the TBI unit I believe. Also, the timing gear setup makes these engines somewhat noisier. As a matter of fact, during the 1990 model year, GM switched to a timing chain design on the 2.5 to reduce noise. .

The only problems I've ever heard of with the 2.5 (besides oil leaks) was that during the 1980 model year, one of the head bolts was placed too close to the exhaust manifold. The excess heat would cause the bolt to crack down inside the block, causing a compression loss. I've also heard in the Fiero there were problems with the 2.5 where the water jacket would crack in the block, but this was unique to that car because the engines were hard to keep cool in a mid-engine car like that. Also the Fiero oil pan was reduced in size to only 2.5 quarts (!) to fit the thing in the car, so if you ran a quart low on oil you were likely to burn the engine up!

## "When Is A Smog Check Required?" Fact Sheet

### Department of Consumer Affairs Bureau of Automotive Repair



Not all vehicles in California are required to get Smog Check inspections. Whether or not a vehicle needs a Smog Check depends, among other things, on its type and age. In addition, how often a vehicle must get a Smog Check depends on the area of the state in which it is registered.

**Some Vehicles Are Completely Exempt.** State law exempts vehicles that are 30 or more model-years old from the Smog Check Program. For example, in the year 2003, all 1974 and older model-year vehicles are exempt, and so on with each new calendar year. The following types of vehicles are also completely exempt from the Smog Check Program: Diesel-powered vehicles, Motorcycles, vehicles powered exclusively by electricity, vehicles equipped with two-cylinder or two-cycle engines.

**Newer Vehicles Are Excepted From Some Program Inspection Requirements.** Vehicles four model-years old and newer are not required to begin their biennial (every other year) Smog Check inspection cycle until they are five years old. For example, a 2003 model-year vehicle purchased new would not need to have a smog check until the year 2007. However, these vehicles must have a Smog Check inspection if they are sold or initially registered in California during that time.

**How often is a Smog Check Required?** In most urban and some rural areas of the state, a Smog Check inspection is required every other year as part of renewing a vehicle's registration with the Department of Motor Vehicles (DMV). In these areas, a Smog Check inspection is also required whenever a vehicle is sold or initially registered in California. However, in areas of the state where the air is cleaner, a Smog Check inspection is only required when a vehicle is sold or initially registered in California.

**How Do I Know If My Vehicle Needs A Smog Check Inspection?** First, you can determine the Smog Check area your vehicle is registered in by visiting the BAR Web site at [www.smogcheck.ca.gov](http://www.smogcheck.ca.gov) or by calling toll-free at 1-800-952-5210. Second, look closely at your vehicle's registration renewal notice that you received in the mail from DMV. If it says Smog Check Required, then you'll need to have your vehicle inspected so that you can renew your vehicles registration.

If you are selling a vehicle that is less than 30 model-years old, California law requires you to provide the buyer with proof that the vehicle has passed a Smog Check inspection within the preceding 90 days. To comply with the requirement, you should give the buyer a passing Vehicle Inspection Report (VIR) that was give to you by the Smog Check station when you had the vehicle inspected.

\*Note: All year designations refer to the model-year of the vehicle, as listed on the vehicle registration.  
Department of Consumer Affairs/Bureau of Automotive Repair 1-800-952-5210  
Smog Check Web Site—[www.smogcheck.ca.gov](http://www.smogcheck.ca.gov)

## A "Two Foot" Paint Job...An Explanation

I recently corresponded with Russ Hathaway via email about a side mirror I was interested in buying. He stated that "the mirror is a real nice two foot mirror;.....Very much a nice drivers quality." I had no idea what a two foot mirror was; I had never heard of such a description. Russ was kind enough not to laugh at me (although it was kind of diffiucft to tell if he was or not from reading a simple email) and described the following: "By two footer, I mean from two feet away it looks real good. Some car paint jobs are nice ten footers, some body work is good five foot body jobs, etc." "That is an old way of describing cars/bikes that we have used in the NW for years, I thought others used it too. You will see it in ads saying: "19xx Mustang/Camaro/whatever with good 10 foot black paint job.....". I also think it describes the quality very well, of course it leaves some up to the person's perception.

Ah, now I understand. It makes perfect sense, doesn't it? Thank you Russ for the explanation.

-Ross

**Visit Russ' website: [www.amcconnection.com](http://www.amcconnection.com)**

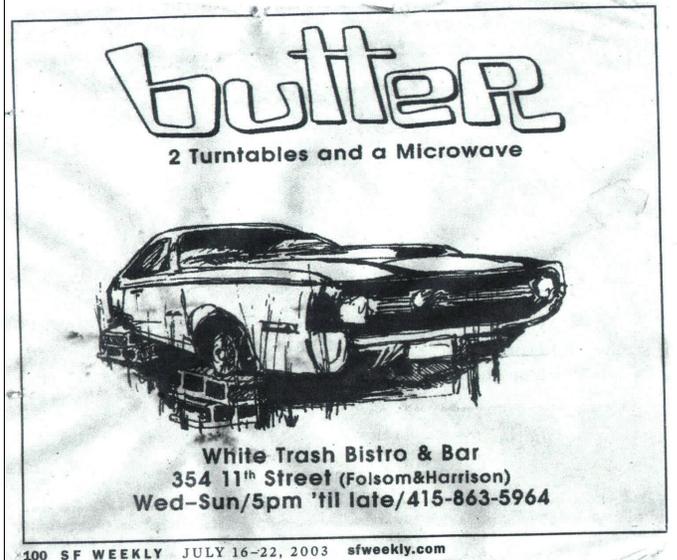


## 50th Anniversary

50 years ago today, the consolidation of Nash-Kelvinator Corporation and Hudson Motor Car Company was approved by the directors of the two companies. This would create American Motors Corporation. This was all subject to stockholder approval and we know that did happen.

Jock Jocewicz - President/Editor NAMDR  
 8537 Antioch Rd., Salem, WI 53168 (262) 843-4326  
<http://www.namdra.org> (NAMDR'S 25th Anniversary!!)

**Don't forget...for all of your automotive (and automotive performance) needs, visit Dave at Dave's All Auto Supply. You'll find his freshly painted store at:**  
**1077 Sebastopol Road, Santa Rosa, CA**  
**707-545-6000**



Ad from SF Weekly magazine; too bad they had to use an AMC as their mascot.

## Parking on Hills and Setting your Emergency Brake

I was just mentioning to my friend, Nolan, the other day that I don't like parking in his driveway because it is on a slant and whenever I pull in and set the e-brake, the car wants to roll back...he retaliated that he doesn't want me parking in the driveway anyway cuz Vivo The Gremlin leaks like a sieve. Well, he really didn't say that but anyone who knows him wouldn't be surprised. But I digress. I noticed one day that if I back the car up the driveway and set the e-brake that the car didn't roll. Interesting phenomena I thought. But then on the AMC List a conversation was recently started on this very same subject.

Sam writes: HELP.... I parked my 83 Eagle on a hill yesterday. Set the emergency brake, put it in PARK and turned it off. Got out to get something out of the trunk. After a couple of minutes the car starts to roll backwards. I try to jump back into the car but it stops by itself after rolling about 3 feet. Pretty unnerving. I got back in and drove it around and parked it on the hill again but this time it didn't roll. Has anyone seen this behavior before?

Russ replies: Sam, many Ford C-4 owners have experienced this problem with their autos and others have with a misadjusted or improperly set e-brake. Allow me a few minutes; first, the parking mechanism in most autos is nothing but a prawl and cog set-up. When you jam it in park they can sometimes break (as C-4 Fomocos are famous for. Ever see those pictures of cars running in circles backwards? Usually Fords) or they usually wear out or come out of adjustment. You need to check the adjustment. These little prawl set-ups are not meant to hold a car on a hill. You use the e-brake or chock the wheels for that. Second, e-brakes need to be "set" to hold on a hill. To do this you push down on the foot brake, then put your e-brake on. Make sure the brake is adjusted too. If you apply the brake without setting the foot brake you could be stressing the system. Lastly; before setting any tranny in park on any hill, set your e-brake first. This makes the car use the brake to hold on a hill, not the tranny.

"Doc" replies: Make sure the parking brake is adjusted properly. When parking, especially on a hill, set the parking brake, let go of the foot brake to let the parking brake hold the car and then put the car in park. With a properly adjusted parking brake doing all the work of holding the car, the weight of the car will not be on the park pin in the trans. The weight of the car may jam the park pin in the trans; I learned this the hard way with my 2-year-old Rebel 30+ years ago when I had to have 3 friends push on the car uphill to

*(Continued on page 8)*



(Continued from page 7)

get it unjamed from park. It never happened again once I learned that lesson.

And Russ again: Most people have e-brake systems that are neglected. All they know is you step on a brake pedal and it locks, you raise a lever and it releases. We on this list, however, are more automotive oriented so I like to think we maintain our cars better, but.... your average e-brake cable will be dry and rusty, probably stretched as well. By just stepping on foot brake and not setting it first you are fighting that long, dry, rusty and nasty old cable. The e-brake will only lock so far. But using your foot brake first it will employ a system that is hopefully in better shape, and the shoes will set firmer. Your e-brake will lock in that position. Besides being a more efficient system, as Jim has stated, the foot brake sets it and the e-brake locks it. Try setting your brake both ways and see what we are talking about. And jamming your tranny in park while on a hill without setting the brake will lock up the tranny. You have two tons of steel and plastic straining a parking prawl, which on C-4s is nothing but punk metal, and you will have a hard time getting the vehicle in gear, as Doc has attested. So what have we learned here class; parking on a hill, set your brake then park it, chocking the wheels is best. Maintenance of the e-brake system is mandatory too. Hydraulics are more efficient than mechanicals.....

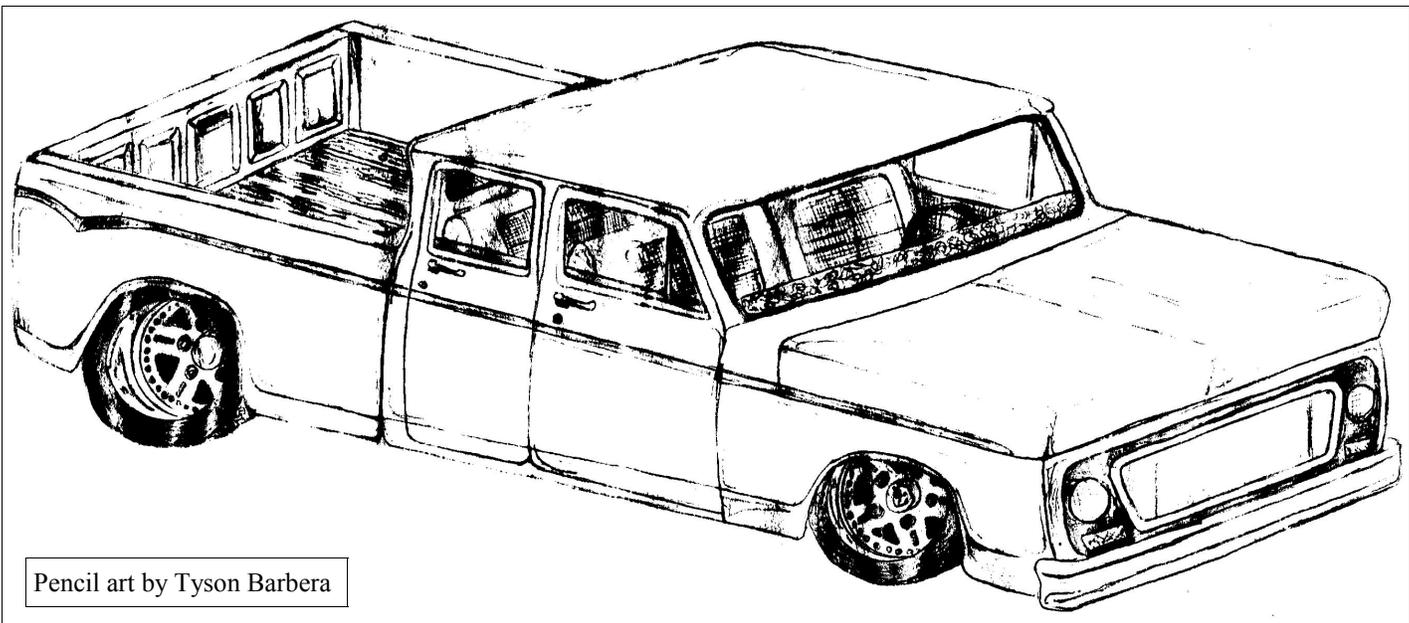


### Vivo

Italian for lively, quick, alive, bright, great, strong. A perfect name for my new '73 Gremlin with a 304! Thanks, Nolan, for the suggestion.


*Susan's Yard Care*
  
 Landscape Maintenance  
 Susan Davis  707 326-1961

Sue's a returning member to the NorCal AMCs; give her a call if you are looking for some yard work done.



Pencil art by Tyson Barbera



## A Rare Find—For Sale



The following is being sold by Wayne Yeager in Northern California.

1962 Rambler American Convertible. I started to restore it several years ago, and now do not have the time or will to finish it. I have repaired the body rust and replaced the left rear quarter panel. The 196 overhead motor is rebuilt with all new parts, and has a 2 barrel carburetor. It has a 3-speed with overdrive transmission. I have some NOS parts that go with it as well as many extra parts from other Americans I parted out over the years. There are no major dents. Some small dings and some surface rust in a few areas. It needs the interior redone, some body finishing and paint, (was light Blue) and wiring re-connected. Has a new radiator and wiper motor. The top was ok when I stripped the car down but should be replaced. The top rams are frozen, but the top motor is in good condition. I had them disconnected and would lift the top up and down by hand when it was running.



I live in Forestville, in West Sonoma County. I can be contacted by phone at 707-887-2115 after 5 p.m. or via email at [organicmec@aol.com](mailto:organicmec@aol.com) \$1500 firm. It is a project, but will be nice when complete.

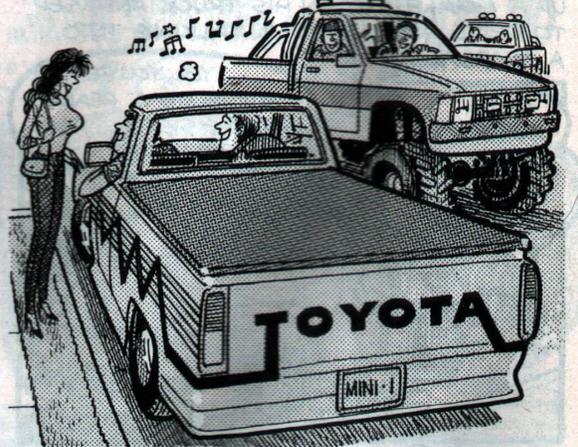


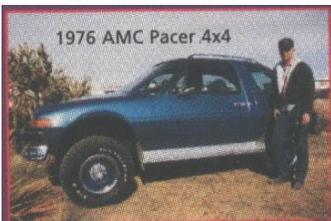
Here's a great little trick forwarded by Nolan. If your highly collectable and hard-to-replace AMC emblem has fallen off the car (or was taken off prior to prepping a car as shown above) buy some 3M Brand Emblem Tape from 3M Construction and Home Improvement Markets Division St. Paul, MN. Nolan got his from the neighborhood Wal-Mart on a clearance table for only a buck. It normally runs \$6 for a 4" square. The part number is 02619. Not sure if it can still be found there so contact 3M for something close to it.

**WE** LAUGHED AT A GUY DOWN THE STREET WHO CUT A NASH STATION WAGON DOWN INTO A SMALL PICK-UP TRUCK...



**N**OW, SMALL PICK-UP TRUCKS - MINI TRUCKS - ARE ALL OVER THE PLACE!





1976 AMC Pacer 4x4

Auto restorations are a way of life in this family. The DeVoes of

Kingman, Arizona are the proud owners of the beauties featured above and on the front cover. Marlin DeVoe drives the 1976 AMC Pacer 4x4. He writes, "When my brother-in law gave it to me 6 years ago it needed to be finished. I needed a ball joint for the front end that I found at JC Whitney for less than I could find anywhere else. After that I started looking for other things I could use."

JC Whitney supplied exactly what he needed—original window molding, carpet sets and exhaust components. Marlin's wife, Brenda, drives the 1971 AMC Javelin SS 304. As with the Pacer, the DeVoes turned to JC Whitney for accessories and parts. Voltage regulator, headliner and carpeting are just some of the things purchased. They wrote, "Without JC Whitney, it would have cost a lot more to do both of our cars. Thanks, JC Whitney, for great prices. Thanks, JC Whitney, for hard-to-find parts." No, thank you, Mr. and Mrs. DeVoe, for your generous words and continued support. And congratulations on two stellar renovations.

*J.C. Whitney*

Tyson found this old copy of JC Whitney with not one but two AMCs in it.

Recently I had to replace the bent axle on my new '73 Gremlin. I looked at every boneyard in the area and finally got a lead on yard in a neighboring town called Brian's Salvage & Junk. The rear end I was looking for was one that apparently is in high demand, specifically a rear out of a late 60's Mopar, specifically (again) a Belvedere, Coronet, Satellite or Charger. I called Brian and sure enough he had one—the last one in the yard. He had sold two others in the past year, and the price was pretty good, too. So I grabbed my friend, Nolan, and headed to the yard which was stuck out in the middle of nowhere... literally. It was the usual junkyard with not 1, but 6 barking guard dogs and loaded with cars from the 30s to the 70s. Nothing later than that. They had about a dozen old Ramblers and Nashes for those of you needing parts. A great find! So if you are looking for parts for your old car, be sure to call **Brian @ 707-642-5408. He's located at: 2580 Green Island Road in Vallejo, CA 94503**



Mark Foehl forwarded me this awesome hopped up Gremmie thinking that one day Greta could look like this. This picture was taken at the Street Machine Nationals at the Cal-Expo, Sacramento CA in 1982. As much as I love this hot car, I'll never veer too far from the stock look of my '75 Gremlin X.

-Ross



# When 'your wheel cylinders are shot'

Information based on the Press Democrat's Driving Force Segment of 2/6/04

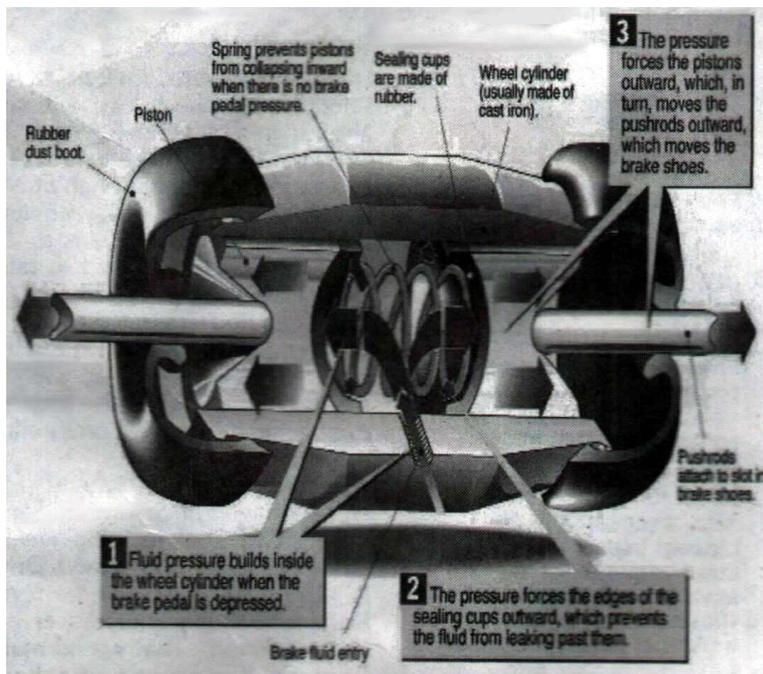
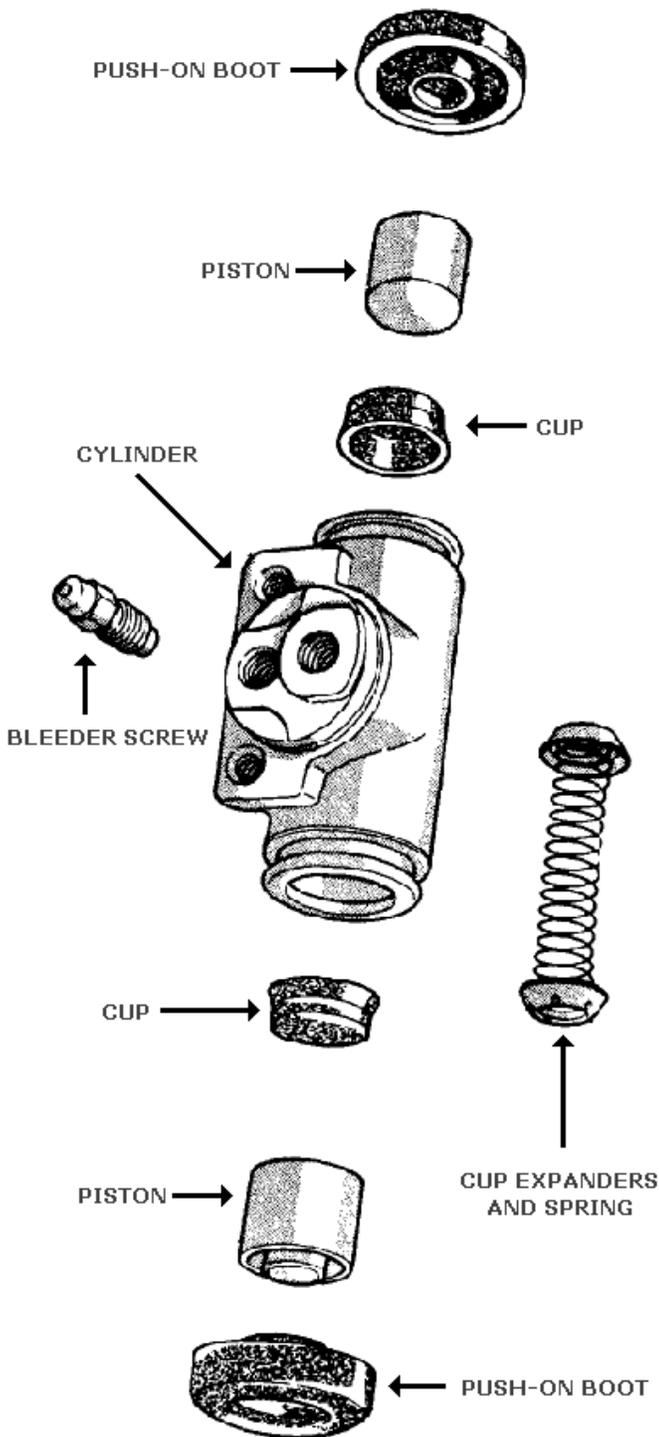
This article happened to coincide with the time that I took one weekend to replace one of my rear cylinders. I learned the hard way that once you detect a leak, that you should replace it pronto! If the fluid comes in contact with the brake lining for too long, it ruins the shoe. Unfortunately, after just replacing the shoes a month before, my cylinder blew and was leaking and I didn't do anything about it. So my new shoes were promptly reduced to ruined shoes and I had to buy a new pair.

—Ross

Although disc brakes are all the rage these days for increased stopping power—most new vehicles have them at the front wheels—drum brakes are still widely used in the rear. [And in the case of my two Gremlins, I have drums on all four wheels. 9" drums (weak, very very weak) on my 258-powered Greta, and 10" on my 304-powered Vivo.—the Editor] Aside from replacing or relining (machining) the brake drums and replacing the shoes, the wheel cylinder is also a common piece that requires service or replacing over time.

How drum brakes work: As the brake pedal is depressed, fluid is forced through the brake lines into a wheel cylinder. The pressure in the cylinder forces the brake shoes outward where they contact the spinning drum and the friction causes the drum and wheel to slow.

What's that leak? The wheel cylinder is a precision piece of hardware that usually contains two pistons—pointing in opposite directions—separated by brake fluid, sealing cups and a spring. As the internal components wear out, brake fluid leaks past the seals and onto the rest of the brake components. If you remove a brake drum and the components appear wet, the wheel cylinder is the likely culprit. Luckily, most wheel cylinders are inexpensive to replace.



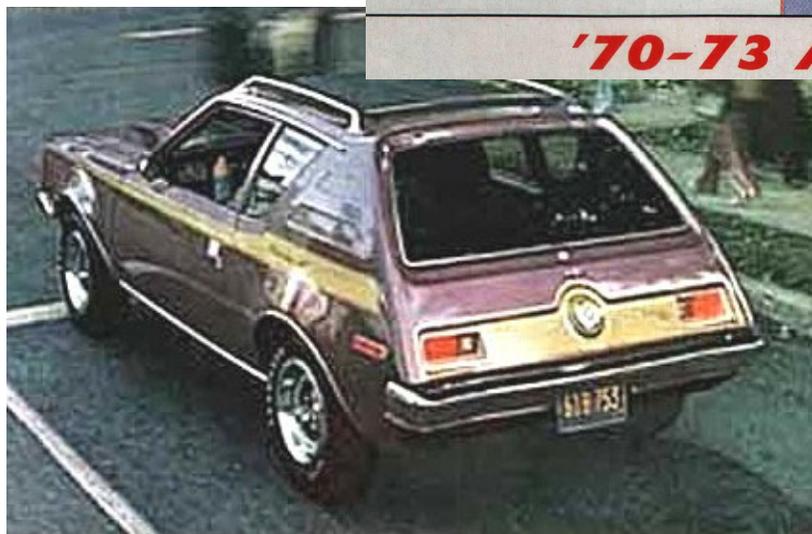


## A segment from the August 2000 Popular Hot Rodding magazine

While a rust-colored Gremlin may not be your cup of tea, this one may change your mind. This little beast easily out-classes any winged Civics that you run across, and outrun them as well. Subtle body mods can have a big impact. If you thought that the body looked stock, but somehow better, then I've succeeded. First, the side windows were swapped side to side and flipped upside down for a cleaner look, matching the rear window shape to the angle of the back of the car. The sculptural accents behind the windows now act as vents for the cockpit. The wheel arches have also been moved upward on the body to clear the tires, given the slammed stance. Inside those tires are 17-inch B. Coddington Tuners to bring out the competition look. Further enhancing that look is a spare mounted between the chrome roll bars, effectively terminating all useable luggage space. A little flat-black paint accents the Mopar pop-open gas cap (think Challenger or Charger) to make the back of this car look good. After all, with the original 304 or transplanted AMC 401 built up, the back is the only view that your



### '70-73 AMC Gremlin



opponent will get to see. In the front, parking lights from a Javelin or Hornet reside in the black anodized billet grille. The lump on the hood now becomes a scoop, as well as advisement for the horsepower below. Finally, candy burnt orange contrasts well with the black for maximum visual impact in the war of style.

# NorCal AMCs Roster

Andy Allen	60 American 2-Dr Wagon '69 Ambassador SST Too many to list here!		Auto Body & Custom Fabricating, Welding, Mechanical
Tyson Barbera	'73 Javelin AMX '64 BelAir 2-door '73 VW Squareback homegrown convertible '48-49 Ford Truck		
Bill & Connie Bartlett	66 Pontiac LeMans Convertible	<a href="mailto:borderlab@earthlink.net">borderlab@earthlink.net</a>	
Dave Bartz	69-1/2 AMX Project (California "500 Special")	<a href="mailto:dbartz@pacbell.net">dbartz@pacbell.net</a>	All About Classics
John Black	79 MGB	<a href="mailto:worditicmanro@yahoo.com">worditicmanro@yahoo.com</a>	Mechanical, Auto Body, Upholstery Tour Site
Roger Brannan	68 AMX (2), '69 AMX (3) '70 AMX (2) + Lincolns, Caddys, Fierros...		
Tom Brockman	69 AMX (project car)	<a href="mailto:teb2@netzero.net">teb2@netzero.net</a>	Mechanic
Alan & Kelly Cardin	66 American Rogue, '70 AMX '69 Mercury Cougar XR-7	<a href="mailto:cardin@sonic.net">cardin@sonic.net</a>	
Chad & Nancie Chadwick	69 Javelin '66 Buick Skylark Convertable	<a href="mailto:chadchadwick@mail.com">chadchadwick@mail.com</a>	
Dennett Colescott	51 Hudson Pacemaker '65 Marlin, '69 AMX Eagle Wagon		Custom Finishing
David Coyle	'72 Javelin	<a href="mailto:dcoyle@sonic.net">dcoyle@sonic.net</a>	
Sue Davis	Marlin		
Richard DeCroff	76 Pacer DL '75 Pacer Parts Car '35 Ford Flat head		
Nolan & Grace Dehner	76 Pacer Standard '76 Pacer DL	<a href="mailto:Nolanatcamelot@aol.com">Nolanatcamelot@aol.com</a>	Public Relations & Co- Events Coordinator
Mark & Terri Ehinger	51 Chevy Business Coupe	<a href="mailto:lahinge51@aol.com">lahinge51@aol.com</a>	Vice President
Mark Foehl	'69 Javelin		
Ross & Terrie Guistino	75 Gremlin X '73 Gremlin 304	<a href="mailto:rossg@sonic.net">rossg@sonic.net</a>	President & Newsletter Editor Treasurer Tech Advisor
Matthew Hall	Matadors, Javelins '67 Rambler Rebel '85 Eagle, '92 Cherokee Too many to list here!		
Don Homesley	69 AMX		
Fred Hyre, Sr.	82 AMC Eagle 4x4 Wagon	<a href="mailto:flhyresr@aol.com">flhyresr@aol.com</a>	Mechanical, Paint
Tony & Arlene Lazzarini	69 AMX, '70 AMX '68 SST Javelin	<a href="mailto:tlazzarini@earthlink.net">tlazzarini@earthlink.net</a>	Tech Advisor
David Parsons	65 Ambassador	<a href="mailto:gr8tweeker@comcast.net">gr8tweeker@comcast.net</a>	
Dave Pekonen	'71 401 Gremlin, Javelin, Pacer		Owner--All Auto & Tech Advisor
Denis Roberge	Ramblers, Ambassadors Hornets, Gremlins '70 AMX, '72 Javelin Too many to list here!	<a href="mailto:oddrod54@msn.net">oddrod54@msn.net</a>	
Walt Smith	72 Ambassador	<a href="mailto:bigguy7@sonic.net">bigguy7@sonic.net</a>	Auto Sales (707-869-5977)



**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:

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NorCal AMCs  
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**"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](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. in Marin County
- 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