

# NorCal AMCs Newsletter

July-  
August

## NorCal Meetings

Ross Guistino

Let's start this Newsletter with a greeting of Happy Summer. What does summer mean to you? For starters it means car shows, lots of them all over the Bay Area and Northern California. What else does it mean? I like to think that more NorCal AMC Members are out and about showing off their cars—or at the very least driving them to a NorCal AMC Meeting. But when are the meetings? I'm glad you asked.



Date Worth Noting:  
September 25th  
Annual  
NorCal AMCs  
Club Picnic

**\*\*\* ALL NORCAL AMCs \*\*\***  
**\*\*\* MEETINGS ARE HELD ON \*\*\***  
**\*\*\* THE THIRD THURSDAY \*\*\***  
**\*\*\* OF EVERY MONTH \*\*\***  
**\*\*\* 7:00 p.m. \*\*\***

See the back of this Newsletter for the complete meeting schedule and location address. I would love to see more of you at the meetings. Your opinion counts and is needed. This is your Club, after all, so lets show

*(Continued on page 2)*

## Finally Owning an AMC

Mark Ehinger

After joining the Nor-Cal AMCs, I realized that even though you didn't need an AMC to be in the Club there's just no fun talking about your Chevrolet "project" that is just sitting in your garage year after year. So I decided to start looking for an AMC just to see what was out there to be found. One of the first cars I noticed was a Hornet Hatchback on Guerneville Road in West Sonoma County. It looked like a good car—straight, tires held air, etc. and given the fact that I noticed from week to week that it



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## NorCal AMCs Member's Story : Mark Ehinger

*(Continued from page 1)*

changed locations in the driveway means it must be a running AMC. Of course I also was eyeing any other AMC, Rambler, Nash etc. I could find but I always came back to the Hornet on Guerneville Road.



Not being able to purchase a project AMC, my wife Terri and I decided to see if the owner of the Hornet, Wes Harris, would like to join NCAMC. After a while, Wes decided that he wouldn't join the Club, but might want to sell the car. I told him I was interested, and a deal was struck.

Oh by the way, there are some electrical "Gremlins" (pun intended): the battery drains, lights don't work, dash lights forget 'em, and did I say it ran? One by one the problems were solved, it starts, (most of the time), runs, stops and the lights work. Now I experience all the benefits of owning an AMC. People ask me what is it? What year is it? I don't remember Ford making that!

But like any good AMC owner you can't have just one! Thanks to Tyson. He mentioned a Matador with a V8 for sale in Santa Rosa for only, \$100.00. Wow!!! A whole car for only \$100.00 and it runs! V8, Hornet, V8, Hornet you can see where this is going! Looks like I'll be calling Dave @ All Auto!

P.S. I've sold my '51 Chevrolet project.

## NorCal Meetings—continued

*(Continued from page 1)*

up that Mustang Club that always books the room next to us every THIRD THURSDAY OF THE MONTH.

**Notes on the May 20th Meeting.** Present were Nolan Dehner, Richard DeCroff, Sue Davis & Butch, Mark Ehinger and John Andrews. We were going to try a new routine at this meeting whereas raffle tickets would be sold at the beginning of the meeting rather than at the end, however, due to the lack of people, we decided to skip the raffle again. As you know, all monies to support the Club are gathered by dues and raffles.

Nolan gave us an update on the horrible AB 2683 and unfortunately it wasn't good news. In order for the Bill to continue, it has to be voted on by the Assembly by May 28th otherwise it would have died. And of course, it was voted on and indeed passed. Folks, we can't let this get past Arnold's office. So if you haven't written anyone who counts, then look at the last newsletter for the appropriate information. If this bill passes, that means that all 1976 and newer vehicles will FOREVER have to pass smog every two years to be legal. This bill will directly affect Nolan and his two '76 Pacers, Richard and his '76 Pacer, Dave Pekonon's '76 Pacer, John Black's '79 MGB, and Dennett Colescott and Fred Hyre and their two Eagle wagons. I urge all of you to do something to let it be known that owners of old cars count, even if this Bill doesn't affect you directly. I did my part and now it's your turn. Personally, I'd like to see all of the g-darn SUVs be crushed and dumped in the landfills like our good friend Lee did to all AMCs back in the 80's. But, unfortunately, the SUV loving public is too great to ever affect them. But I digress...back to the meeting....

Richard's other Club, the Early Ford V8 Club, held their annual huge swap meet at the Petaluma Fairgrounds. For those of you who don't know about this, it is a great event to plan on attending in 2005. Lot's of vendors, granted mostly Ford and Chevy (but what else is new) but there was an occasional AMC product. Former member, Andy Allen was there selling his gorgeous '69 Ambo SST

*(Continued on page 3)*

## NorCal Meetings—continued

along with other goodies; Bill was also there selling a few non-AMC items, as was Tom and my favorite mechanic, Slow, with a few items. Nolan and I ventured down to the Swap early in the day; it was a wonderful day, unlike last year's rainy one..

John Andrews reported that he had some AMC rims trued and straightened at Stockton Wheel Service for \$55/wheel. According to him, it made a big difference in driving the car—a beautiful and one-of-a-kind '60 Rambler American. John also had his steering box rebuilt. And lastly he was able to get two parts for his OD kick down from Bruce Gasser in L.A.



Custom Wheels Hot Rod Wheels - Mopar Wheels - Rally Wheels - Vintage Wheels

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Car Shows: I once again said I was going to attempt to get my act together to enter one or both of my Gremlins in a show this year. So far that hasn't happened. I had every intention of entering a very local show in Rohnert Park (St. John's Church down the street on Snyder Lane) but the date came and went before I had a chance to get Vivo in a presentable state. I did visit the show, which was much smaller than last year's show—where I did enter Greta by the way—and from the likes of it, not nearly as successful. Too bad as I'm sure the Church relies on the funds generated to fund various children activities. Which brings up another sad fact. This year's Show at Double Decker (where I entered Greta in last year) was just a shadow of its former self. Barely 20 cars registered and a handful of folks visited. Another shame. Who would like to join me in making a commitment to entering SOMETHING in next year's shows?



### **BIG EVENT OF THE YEAR:**

NorCal AMCs Annual Club Picnic—September 25th.

Write it on your Calendar. Details to follow later.

**Notes on the June 17th Meeting.** We did slightly better in attendance this time around. John Black and Janet, Dave Pekonen, Walt Smith and Angie (driving Walt's impeccable '91 Chrysler TC Masserati Coupe), Sue Davis & Butch (who as usual drove her outstanding Marlin), Dave Coyle & Patty (in the one-of-a-kind '72 Jav), Richard DeCroff and John Andrews. Due to vehicle problems (No NOT his AMC) Nolan only joined us briefly before he had to deal with his disabled daily driver Honda. We forgive you Nolan.

Raffle: this month our VP and ruler of all things Raffle, could not make it. And in the frenzy of everything, I did not get around to selling tickets. And since some folks couldn't stay for the entire meeting, we decided to forego the raffle again.

Next Meeting date: July 15th. I'm sure you all have that date marked in red on your calendars by now. And now that you have, I'd like to throw in a monkey wrench (or the tool of your choice). Next month we decided to hold the NorCal's meeting in the parking lot between Baskin Robbins Ice Cream and Mary's Pizza Shack in Windsor. The exact addresses are: 9098 Brooks Rd S and 9010 Brooks Rd S. Why there? Because every Thursday is a cruise-in which attracts a small number of classic cars. Perfection is not required nor desired. Just bring whatever AMC (or non-AMC) is running at the time. For me, that will be Vivo, and I'm sure Nolan will bring his Pacer since he lives just a few miles from there. So that makes two AMCs. What are you bringing?



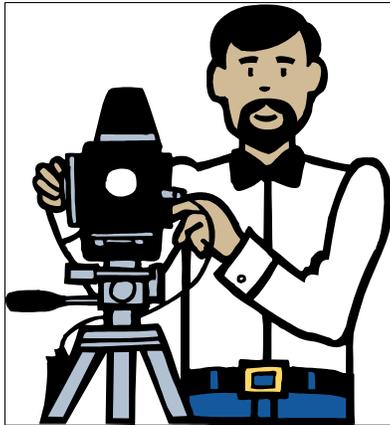
Peggy Sue's Cruise and Show: As he did last year, Richard entered his '35 Ford Flat Head in the show and ran the Saturday night cruise in Santa Rosa. Unfortunately, Terrie and I were unable to join him and Cheryl for the cruise that night. It was a lot of fun

## NorCal Meetings—continued

(Continued from page 3)

when we joined them last year and I hear a great time was had by all again this year. If you haven't been to the event, I strongly encourage and recommend that you make plans to go next year. This is a several day affair with this year's proceeds benefiting an Alzheimer's charity.

That, in a nut shell (a rather large one at that) is what happened at the last 2 meetings. See you next month.



### \*\* Pictures\*\*

All NorCal AMC Members are asked to submit at least one digital or hard-copy picture of their car(s) to be used in a Club Calendar to be published for 2005. Please submit your picture via email or snail-mail to the address on the back of the Newsletter.

Deadline is September.

## Tidbits from SEMA Magazine and Website



From the July 2004 SEMA News Magazine: **California Emissions Exemption AB2683**. The CA Senate Transportation Committee approved a bill to extend the state's current rolling emissions-test exemption for vehicles 30 years old and older to include similarly aged out-of-state vehicles that are brought into CA. SEMA is supporting this legislation while at the same time seeking to defeat a CA Assembly bill that would repeal entirely the 30-year rolling emissions exemption and replace it with a provision requiring the permanent testing of all 1976 and newer model vehicles. Despite strong efforts by SEMA-member businesses and the state's car collector community, the exemption repeal bill recently passed in the Assembly Transportation Committee with the minimum eight votes necessary and is currently being considered by the Appropriations Committee. [*Editor's Comment: How much do you want to make a bet a majority of these idiots drive monster SUVs?? But those don't hurt the environment, now do they??!!*] SEMA is discussing with Gov. Arnold 's advisors alternative approaches to the exemption repeal that will enable retention of the exemption in some manner or form.

SEMA Editor's Letter June 2004 SEMA News:

**Help! I Can't Open This Thing!** Packaging has begun to irritate me. In fact, some of it has caused me physical pain and near homicidal mania. I don't mean to insult packaging designers or engineers, but I've actually decided against buying a few products lately because of the containers they were in.

The type that has me so annoyed is the semi-rigid clear plastic stuff. It appears to be constructed from a single sheet that is vacuum formed and folded over on itself. It's nifty in that consumers can see exactly what they're buying, and it's probably great for shipping because it seems to have the tensile strength of some steels. I've no doubt that it would probably survive a moderate nuclear blast, and even a small piece might not break down chemically until well into the next millennium. But it's not the ecology that's getting to me. My problem with some of the packaging made with this stuff is that the seams are somehow irrevocably sealed together, and I can't open them without employing some type of sharp implement. I've even had to resort to a set of bolt cutters to get into a flashlight package.

Now I'm no merchandising genius, but it seems to me that there is a point of diminishing returns to nearly indestructible packaging. It protects the product, allows for easy display solutions and can be very attractive. It may even deter theft, since a shoplifter would have great difficulty pocketing a product that's encased in a slab of shatterproof, leak proof, bulletproof plastic. But what if it also repels customers because it's so difficult to open?

I can't imagine what it must be like to be a kid who receives a gift that's suspended in the stuff, tantalizingly visible yet wholly unreachable without a hatchet or a hacksaw. Or imagine a less-than-hardy senior who needs a specific gizmo to make his life easier but instead keels over in full cardiac arrest while trying to wrestle the armor-like wrapper off it.

(Continued on page 5)

## Cool Tools - From SEMA News July 2004



Looking for an easy-to-use timing light for practically any engine application? This self-powered timing light is designed to work without an auxiliary power source, which makes it ideal for use with magnetos, rear-battery-mount race cars, motorcycles, marine applications, go-karts and all other spark ignition systems. The state-of-the-art, single-wire design operates on two D-cell batteries for hassle-free timing. The light is equipped with a xenon bulb, which generates a bright strobe that's clearly visible in daylight, plus it doubles as a convenient work light. The Single Wire Timing Light provides accurate timing up to 14,000 rpm, and its durable construction includes a rubber-encased lens and a 48-inch pickup lead. From Flaming River Industries Inc., Dept. ETD, 800 Poertner Dr., Berea, OH 44017, 800-648-8022, [www.flaming-river.com](http://www.flaming-river.com). (About \$50)

The Original California Water Blade™ makes drying your car or truck a whole lot easier. It removes standing water from any vehicle's surface quickly, cleanly and efficiently--in a single stroke--without scratching or streaking. The Water Blade is made in the USA of medical grade silicone, and thoroughly removes water in one third the time of a squeegee or sponge. The patent-pending T-bar edge at the blade tip allows for complete water removal, plus it causes 15 times less friction than a terrycloth towel, and it won't retain dirt or other materials that will scratch your paint. The Water Blade also features a large, comfortable ABS plastic handle with an ergonomically designed grip to minimize fatigue while you're using it. Retail: \$19.95. From Original California Car Duster Co., Dept. ETD, 9525 De Soto Ave., Chatsworth, CA 91311, 800-282-8828, [www.calcarduster.com](http://www.calcarduster.com).



The Flitz Polishing & Buffing Ball fits all drills, air tools, drill presses and bench grinders. Because of its orbital design, it will not overheat or burn the surface of your vehicle or part. Plus, it's fast: According to the company, what used to take hours now can be done in minutes. The ball is made from a soft Italian viscose fiber that can be machine washed and reused up to 30 times. It won't shed lint, either, and can be used indoors or out. It works well on textured surfaces and in hard-to-reach areas. You can use it on all painted surfaces, metals, fiberglass, plastics, mag wheels, running boards and lots more to easily and safely buff out scuff marks, light scratches, oxidation, and corrosion. It currently is available in a 6-inch round ball (part # PB100), but other shapes will be available soon. MSRP: \$21.95. From Flitz International Ltd., Dept. ETD, 821 Mohr Ave., Waterford, WI 53185, 800-558-8611, [www.flitz.com](http://www.flitz.com).

Don't your hands get sore after squeezing a tube of thick goo for hours while you're working on a project? Whether you're installing new weather-stripping or affixing a slew of gaskets, you'll dig the Tube-Grip. This innovative, 14-gauge steel tool is designed to dispense materials from flexible tubes. It applies 10 times more pressure than squeezing by hand, and it forces 35 percent more product out of each tube. The Tube-Grip lets you squeeze thick materials through small openings with little mess and waste. It makes a nice gift for hobbyists with arthritis, too. From Valco Cincinnati Consumer Products, Dept. ETD, 411 Circle Freeway Dr., Cincinnati, OH 45246, 513-874-6550, [www.valcocinconsumerprod.com](http://www.valcocinconsumerprod.com).



*(Continued from page 4) SEMA Tidbits*

Who thought such packaging was a good idea? Certainly not someone who would ever be forced to open it. What was the problem with a cardboard box? Most of the time, that nasty plastic also encases enough cardboard to construct a box large enough to have easily housed the product. And boxes stack so nicely, too. Ever tried to stack vacuum-formed plastic?

Maybe it's just me. Maybe there's a set of instructions printed somewhere on those packages that explains how to "simply and easily" retrieve their contents. Maybe I just need to be smarter than what I'm working with, and plastic has me whipped. Maybe somebody out there can give me a clue about how I'm supposed to get into one of those packages without restoring to my rollaway for a pair of dykes or a hammer and chisel.

I sure hope the next big advance in packaging technology isn't this maddening. I thought science was supposed to make things better. By Steve Campbell, SEMA News Editor

For more SEMA News, go on-line to: [www.sema.org](http://www.sema.org)

# AMC Tips

## V8 Firing Orders

How many people have removed their old spark plug wires, changed distributor caps and rotors, then realized they had no idea where to attach the new plug wires? At this point, it's really useful to know your engine's firing order (plus, you can use this information to impress your friends). **Summit Racing Equipment** (Dept. ETD, P.O. Box 909, Akron, OH 44309, phone: 800-230-3030, www.summitracing.com) [*Editor's Note: They are in my home town—the former Rubber Capital of the World—Akron, Ohio*] has taken pity on all those people who can turn a simple automotive task into a complicated one. For them, the company says, "here's a [firing order] guide for V8 domestic engines that might make the next 'late-night' tune-up a little easier."

- AMC (most V8 engines): Clockwise 1-8-4-3-6-5-7-2
- Buick (most V8 except HEI): Clockwise 1-8-4-3-6-5-7-2
- Chevrolet: Clockwise 1-8-4-3-6-5-7-2
- Chrysler (including Hemi): Clockwise 1-8-4-3-6-5-7-2
- Ford (5.0L HO, 351W, 351M, 351C, 400): Counter-clockwise 1-3-7-2-6-5-4-8
- Ford: Counter-clockwise 1-5-4-2-6-3-7-8
- Oldsmobile (1967 and up): Counter-clockwise 1-8-4-3-6-5-7-2
- Pontiac (most 1955-81 V8 engines): Counter-clockwise 1-8-4-3-6-5-7-2

**Note:** 307 Pontiac V8 engine rotates clockwise.

## V8 Engine Identification

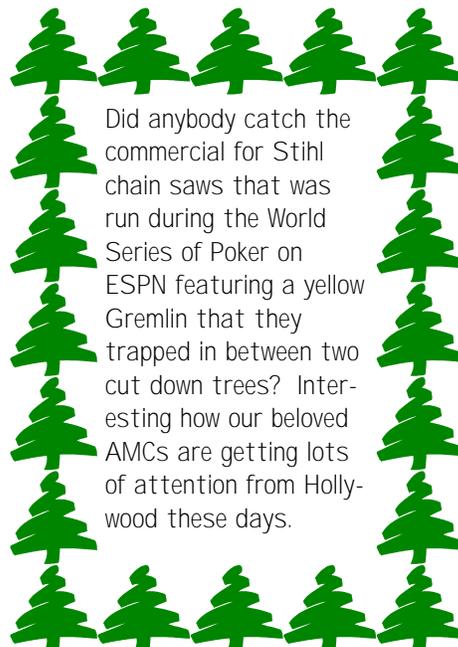
You can confirm this by checking the casting numbers and the date code at the back of the block above the transmission mounting surface. To find out exactly what engine you have, there is a great book we can recommend. The Ultimate American V-8 Engine Data Book by Peter C. Sessler contains complete listings of V-8 specs from 1949 to the mid-1970s. Each engine listing shows general specs of the engine, plus part numbers for basic engine components. Comprehensive listings reveal bore, stroke, horsepower, torque, displacement, valve sizes, VIN letter codes, body application, and part numbers for manifolds, cylinder heads, and other basic items. Applicable to Chevrolet, Pontiac, Oldsmobile, Buick, Cadillac, GMC, Packard, Studebaker, AMC, Chrysler, DeSoto, Imperial, Dodge, Plymouth, Ford, Mercury, Edsel, Lincoln and International trucks. This great book is available from SEMA member company Motorbooks International (729 Prospect Ave., Osceola WI, 54020-8155, 800-458-0454, www.motorbooks.com).

## AMC Engine Paint

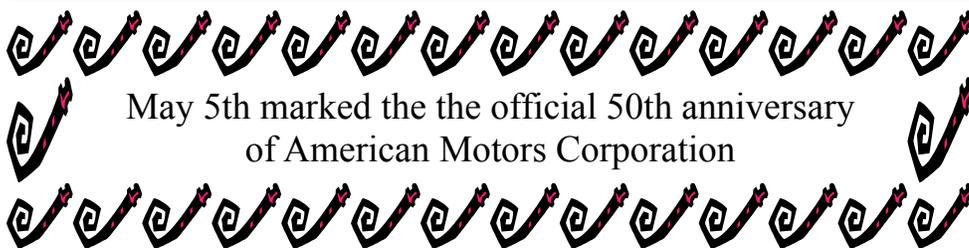
Looking for that special AMC blue engine paint to finish your project? Try surfing over to American Performance Products at www.oldcarparts.com or give them a call at 321-632-8299. When in Florida, visit them at 675 S. Industry Road, Cocoa FL 32926. On their website, the paint part number is listed as EN66 —Engine Paint Amc "blue".



**And you think our gas prices are high....**  
So you guys are complaining about fuel prices. Here in the great land of Oz, standard petrol (pingofuel) has just gone up to Aus\$1.02, and the better blends like Shell Optimax and Caltex Vortex (my choice) has gone to 1.07 per LITRE. That's over 5 bucks a US gal. Forgive me if I am not sympathetic to your prices. The pollies here are blaming a shortage of oil in SE Asia as the cause.  
Geoff somewhere in Australia



Did anybody catch the commercial for Stihl chain saws that was run during the World Series of Poker on ESPN featuring a yellow Gremlin that they trapped in between two cut down trees? Interesting how our beloved AMCs are getting lots of attention from Hollywood these days.



May 5th marked the the official 50th anniversary of American Motors Corporation

## Notable Show

### Mopars North of the Gate 7th Annual Car Show, Drag Race and Swap Meet—August 21, 2004

- **Infineon Raceway, Sonoma, CA**
- Sponsored by Wine Country Mopar, over 30 car show classes and several drag racing classes, this is a premier Mopar (and AMC!) event in Northern California.
- Spectator Fee: \$15 / Registration Fee: \$15
- URL: [www.winecountrymopar.com](http://www.winecountrymopar.com)
- Contact: Fred Jenkins, P.O. Box 6904, Santa Rosa, CA 95406 / Phone: 707.525.1568



## The Definition of Acceleration

From an unknown magazine

- One Top Fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows at the Daytona 500.
- Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.
- A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster supercharger.
- With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.
- At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F. Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.
- Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.
- Spark plug electrodes are totally consumed during a pass. Afterward the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.
- If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.
- In order to exceed 300 mph in 4.5 seconds dragsters must accelerate an average of over 4G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8G's.
- Dragsters reach over 300 miles per hour before you have completed reading this sentence.
- Top Fuel Engines turn approximately 540 revolutions from light to light!
- Including the burnout the engine must only survive 900 revolutions under load.
- The redline is actually quite high at 9500rpm.
- The Bottom Line; Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimated \$1,000.00 per second.
- The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter mile (10/05/03, Tony Schumacher). The top speed record is 333.00 mph. (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta).
- Putting all of this into perspective: You are driving the average \$140,000 Lingenfelter "twin-turbo" powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and past the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race course.

**That folks, is acceleration**

# Charity AMX Update

David De Labio

1. The right quarter panel is welded in place and well on its way to being filled and sanded.
2. The right quarter panel has now been patched from the style line down all the way around the wheel opening and sanding has begun.
3. The trunk drop off, which was provided by Kennedy American, has been installed
4. The trunk floor has been repaired and the welds need to be cleaned up a bit
5. The Roof had to have a brace added to it to keep it up in place from where it was buckled in the accident it had early in its life. The roof would not stay popped out without a brace to hold it. The roof is now as smooth as it ever was. Final sanding will finish it off when primer comes.

I am happy to report that Steve at Zion Autobody has re-dedicated himself to the project and getting it finished up. This is about the largest improvement in any one month that I have seen since they started it.



*The Charity AMX is now at Zion Auto Body in Zion, Illinois. Zion Auto Body is taking care of the remaining body and paint work. Here's a picture of the AMX with its new passenger side quarter panel installed. More pictures of the AMX can be found here.*

As of April 2004, the following parts for a 1970 AMX with a 360 are needed to help with the restoration:

- Rear axle hardware. (U-bolts, shock plates, etc. to be used when replacing the rear leaf springs.)
- Windshield Wiper hardware. We need the little chrome collars that attach the windshield wiper mechanism to the cowl panel. Ours are very pitted and nasty.
- One '70 AMX "simulated exhaust" rocker panel molding.
- Air Cleaner canister parts. At this point, I think we're going to settle for a '70 canister and top, and leave the heat riser situation up to somebody else. If you have ANY '70 V8, we need a air cleaner canister! Tom Benvie has a complete '68-69 Ram Air canister that he has offered to trade with someone who could provide the '70 style setup. Here are the specific parts that we need:
  - (4.015-1) 3191898 - DUCT, Carburetor Air ('68-70 V8 w/4-bbl)
  - (4.015-3) 3192223 - DUCT, Exhaust Manifold Hot Air ('68-70 exc. 390)
  - (4.088) 3198376 - CLEANER, Carburetor Air ('70 360 V8 w/cold air induction')
  - (12.001-16) 3198374 - DOOR, Hood Air Scoop Rear Duct ('70 w/cold air induction')
  - (12.001-17) 3198375 - RETAINER, Hood Air Scoop Rear Duct Door ('70 w/cold air induction')
  - (12.001-18) 3198370 - CONTROL, Hood Air Scoop Damper ('70 w/cold air induction')
- Tires. Tom Benvie is currently collecting contributions in order to purchase a full set of reproduction performance tires. The existing tires (two pairs of radials) are already mounted on the car and look quite good. They will suffice until someone is ready to address the wheel situation.
- Windshield wiper switch and wiring harness for electric wipers.
- The heat riser tube for the air cleaner
- Scoop moldings and the molding that goes under the quarter windows in restorable (no cracks, very minor to no pitting) or better condition. The ones for the car are in bad shape.

The following charities will benefit from the proceeds of this car when it is auctioned off:

**30% -- Boston Children's Hospital** -- Tom Benvie donated the car, which got the ball rolling. His daughters have used this hospital, so we felt it was only fitting that part of the proceeds should go here.

**35% -- St. Judes Children's Hospital**

**35% -- Shriners children's hospital organization**

If you can provide any of these parts, leads on them, or contribute money to purchase them, please contact Dave De Labio (gremlin1@acronet.net) or Frank Swygert (farna@att.net). More information on making donations can be found on the website at: <http://www.mattsoldcars.com/charityamx/index.html>

Parts Offered By: Bryan Morrow  
 Box 907  
 Martensville, Saskatchewan, Canada S0K-2T0  
 1-306-668-4967  
 All prices shown are in US funds; Shipping extra.  
 Located 5 hours north of the Montana/ N Dakota border

1976 Matador coupe Disc brake set-up.	175	Rear sway bar from Spirit	45
Non-emission free flows exhaust manifolds	200	Big front sway bar from Spirit GT	95
Emission style free flow exhaust manifolds	150	3.55 Posi diff. From a '70 Machine	550
Pre-70 Rect. Port log exhaust manifolds	40	1976 Gremlin X grille excellent shape with doors	95
Pair of 1972 NOS Javelin/AMX R/L taillight lenses	300	NOS exhaust manifold bolts for the 100 point car; Set of 12:	40
1970 NOS Javelin Center lense.	175	71/74 Javelin AM Radio	30
Pair of 1972 NOS Hornet Tail light lenses	40	Fiberglass roof spoiler from a '79 Pacer wag. 304 4-spd	90
1973 AMX/Javeline tilt column black	125	NOS 68/70 Javelin clear door glass	150
72/79 Black, Blue & brown 3-spoke sport wheels with centers	65 ea.	1970 Javelin black dash pad just starting to curl	75
Also available in leather	55	1970 Javelin console with shifter	125
Eight 401 rods with pistons from a low mile IH truck; set:	150	67/72 AMC Parts book; big & heavy!	225
1970 390 Balancer	85	79/80 Parts book	125
1974 401 Balancer	75	Two 71/74 Driver quality hood chrome, some dings.	75 ea.
1974 401 flex plate	45	Four Aluminum '77 AMX factory mags with centers	250
304 Flywheel	75	Four 1979/80 AMX turbine rims with centers and lug nuts	300
360 flywheel	95	Four 1970 5-spoke rims from a Javeline with driver centers	300
Gauge pod with wiring from '79 AMX	125	From a 79/80 AMX, complete flair package w/front spoiler.	300
1970 Rebel rear bumper	125	1970 Rebel Machine scoop and tach	375

This perfect 1979 Pacer Coupe was recently up for bid on eBay. The final auction price was \$10,200!!! This beige colored beauty has 15,526 original miles. Here is its history: Sold new at Randall AMC in Mesa, Arizona. Remember, these guys made the 401 Gremlin XRs, 401 CJs and 360 Pacers years ago. Bought by a 70 year-old woman in Phoenix. Garage-kept. A while later, a man vacationing from Oklahoma City, OK saw the car in a shopping center in Phoenix and fell in love with it. He was towing a 1976 Pacer behind his motor home and liked the look and quality of the 1979 Pacer over the earlier models. He bought it from the elderly lady who was losing her ability to see well and sold his 1976 Pacer and when the snow-birding was over for the winter, he towed this



1979 Buff Pacer back to OKC where it sat in his garage. He saw a 1979 Pacer wagon at his country club in February of 1983 and found the wagon stored his large golf bag better and he offered this car for sale to another AMC club member who is the man who bought it on 2-1-83 in OKC and put it away to keep, only putting 1,200 miles on it to keep it "lubed up" in 21 years. That man is now 70 and thru me, the car is now being offered for sale to a new owner who will be willing to keep the tradition of caring and preserving this 1979 Pacer going for history. He was a club member of mine in AMC World Clubs and trusted me, Larry G. Mitchell to find this new owner. The car is now in Denver, Colorado. Original base price of the car was \$4,749, with all its options, it sold in 1979 for about \$7,000.

**A.B. 2683 URGENT LEGISLATIVE ALERT**  
**(FINAL HEARING UPDATE) - THIS IS IT**

**California Emissions Exemption Repeal Bill Will Be Considered by  
Senate Appropriations Committee on August 2<sup>nd</sup>; Final Showdown**

As you are aware, the California Assembly and now the Senate Transportation Committee have passed A.B. 2683, the legislation that would repeal the state's current rolling emissions-test exemption for vehicles 30 years old and older. A wide array of business and environmental interests aggressively support this bill. The measure would repeal the current pro-hobbyist exemption and replace it with a law requiring the **permanent testing** of **all 1976 and newer model vehicles**. On Monday, August 2nd, the Senate Appropriations Committee has scheduled a hearing on this bill. If the Appropriations Committee passes this bill, the entire Senate likely will approve it as well and will send to the Governor for his signature. **Make no mistake, our backs are against the wall!**

**Call Members of the Senate Appropriations Committee Immediately to Request  
Their Opposition to A.B. 2683**

**Even if you have called or e-mailed previously, it is critical that you make your feelings known once again!**

- 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 very 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 (a fraction of the miles each year as a new vehicle).
- Legislators, regulators and stationary source polluters 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!

**California Senate Appropriations Committee**

Senator Dede Alpert (Chair) (916) 445-3952  
senator.alpert@sen.ca.gov

Senator Jim Battin (Vice-Chair) (916) 445-5581  
Jim.battin@sen.ca.gov

Senator Samuel Aanestad (916) 445 - 3353  
senator.aanestad@sen.ca.gov

Senator Roy Ashburn (916) 445-5405  
senator.ashburn@sen.ca.gov

Senator Debra Bowen (916) 445-5953  
senator.bowen@sen.ca.gov

Senator John Burton (916) 445-1412  
Senator.burton@sen.ca.gov

Senator Martha Escutia (916) 327-8315  
Senator.escutia@sen.ca.gov

Senator Ross Johnson (916) 445-4961  
Senator.johnson@sen.ca.gov

Senator Betty Karnette (916) 445-6447  
Senator.karnette@sen.ca.gov

Senator Michael Machado (916) 445-2407  
Senator.machado@sen.ca.gov

Senator Kevin Murray (916) 445-8800  
Senator.murray@sen.ca.gov

Senator Charles Poochigian (916) 445-9600  
Senator.poochigian@sen.ca.gov

Senator Jackie Speier (916) 445-0503  
senator.speier@sen.ca.gov

**Thank you Nolan, for keeping us abreast of this far reaching concern to the AMC hobby.—Editor**

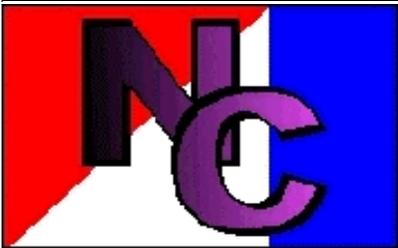


## NorCal AMCs Car Club

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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"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.
- 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