



NorCal AMCs Newsletter

November—December 2012

Beginnings

By Alan Cardin

I purchased a wrecked 1970 AMX from my good friend Bill Bartlett to restore, as I have always lusted after the sexy two-seater body style.

Then came the challenge of locating parts for this new project. Little did I know that during the 80's, the state of California environmentalists required all wrecking yards to clean up their act. The cars that got crushed first? Yep, the AMCs. AMC and Rambler parts did not exist anymore on the west coast. Oh boy, now what? My quest turned to joining a local car club for much needed support.

Wine Country Mopars was the logical choice. After attending several meetings and being involved in a couple of their car shows, I came to realize that I would always be the red-headed stepchild in their eyes. I needed a more friendly, accepting club to join but the closest group was Pacific Gold Rush Ramblers in San Jose, which I did join and supported despite the distance.

My on-going search turned to the internet and I soon discovered sources on the east coast and from entrepreneurs like Eddie Stakes in Texas. I began to ponder, are there other AMC owners in the same struggle as I, trying to maintain or repair their pride and joy? Would there be enough interest to support a local club that included

orphan makes? I started to get my answer.

On one of my treks through an auto parts swap meet at the fairgrounds, I ran into a seller with AMC parts! I couldn't believe it and I took the opportunity to gain as much knowledge as time allowed from this fellow enthusiast. His name? Doyle Lockabey and his son Sean.

**Next NorCal AMCs
Meeting:
* Dec 20th ***



Bill Bartlett and Alan's son, Shawn, unloading the AMX in 1996



Conversations with my gracious host eventually turned to the possibility and reality of starting a new club. Doyle was interested and expressed his support if I got the ball rolling. O.K., but I'm going to need help. I turned to my buddy Bill. Bill is so out-going and has such a positive outlook, he was the perfect choice to support me in this new endeavor. Bill agreed to be my partner-in-crime and take on the VP role. Other close friends, Mark Ehinger and Anthony Smith, agreed to join the madness as well.

Our next step was to locate potential members. Doyle, Bill, Mark and I started approaching possible candidates at car shows and swap meets. Some of the first members to join were Pineapple, Sue Davis, Mark Foehl, David Coyle, Walt Smith, Dave Pekonen and Tyson Barbera. Then came Aleta Stark, Dennett Colescott, Tony Lazzarini and Denis Roberge. We had a bonified and legitimate car club! My apologies if I had forgotten anyone.

I contacted Ross Guistino and Richard Dietzel through an on-line AMC chat room and they came on board as well. Ross was AMC-less at the time! (Editor's Note: In April of 2000 I flew to Houston to buy Greta from the aforementioned Eddie Stakes, so I was officially an AMC owner.)

Nolan Dehner showed up at one of our meetings, looking for some hubcaps for

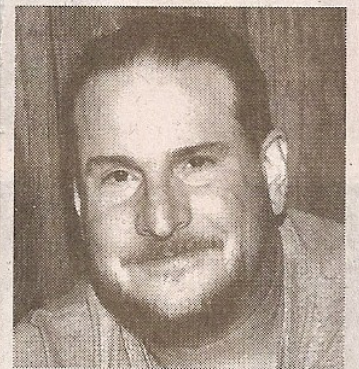
his Pacer I believe, and decided to stick around. We have been blessed ever since. (We love you, Nolan, you're the best.)

Personal and professional circumstances required me to move my family out of the area in 2001. Through the dedicated efforts of Ross, Nolan, Doyle, Mark and Bill, they kept the club moving forward. I'm thrilled that the club is still viable, a true testament to the friendships that have been formed.

Alan Cardin, Anderson, CA.

PS: The previous notes were garnered entirely from memory and therefore prone to inaccuracy and errors. I welcome any editing or corrections as you see fit. The original intent was to have a club that was open to all makes in a friendly, social environment. We were never a one-mark only club.

Former NorCal AMC Auto Group member, Anthony Smith, passed away on November 12th after a long battle with cancer. Please take a moment to send good thoughts to his family and friends. I did not know Anthony very well but he was always jovial and friendly the few times we met. He was a good buddy of Bill's and the two of them could often be seen at car shows and car related events together.



SMITH, Anthony

Anthony passed away from a long illness on November 12, 2012. He was born on May 2, 1963 in San Francisco and lived his entire life in California. Anthony is survived by his wife Kim, children Shawn and Brooke, sister Maureen (Zon), step-mom Loni, and mom Joan. Preceding him in death was his dad Ed Smith. Anthony was a loving and devoted father, brother and uncle. He had a great love for cars, racing and autocross. His sense of humor and his unselfishness will be greatly missed. Anthony patiently shared his knowledge with anyone who wanted to learn, whether it was snowboarding, wake boarding, or anything to do with cars. No one had a bigger heart than Anthony.

A party for family and friends will be held on November 25th, 2012 at Burton Hall 7421 Burton Avenue from 12-4:00 p.m.

In lieu of flowers, please donate to Victory Junction at victoryjunction.org/donate/

I Wanna Cool Car

By Mark Ehinger

I wanna a cool car, not a car that someone else thinks is cool, but an **AMC** that has the stuff that I associate with *old school cool*. Growing up in the 50's and 60's, I was introduced to the car scene by my older brother. I learned about fuzzy dice, lake pipes and spinner hub caps, mostly custom cars, but I was drawn to the performance side of cars.

Today, I would take my 72' Hornet creating the right stance, with larger tires in the back and smaller tires in the front. Next would be some Moon disc type hub caps to give it the Bonneville Salt Flats look. Louvers would be nice. You know the little vents punched in the hood to help cool the engine compartment—about a hundred would be great. Even a six cylinder generates a lot of heat so anything to cool the engine would help. Besides, I think they look bitchin'.

Inside, a set of gauges: tachometer, water temp, oil pressure, and voltmeter, just the basics, black gauges on a chrome face plate. A three spoke steering wheel would replace the cracked stock steering wheel. Bucket seats would finish off the interior, again nothing fancy, maybe from Pick-N-Pull—just basic buckets. I might take out the back seat, but that would be something I would have to really look at before I do it. A floor shifter is a must have. Nothing says “go” like an aftermarket floor shifter, maybe a B&M, black and chrome—just cool.

How about exhaust? A header exhaust would be a “must have”, teamed up with a muffler with just the right rumble and the exhaust pipe exit just in front of the rear tire. The subject of window tinting, I'm not too sure of yet. If the windows get tinted, I would like the tint to be the color of the car, blue car, blue tint, red car red tint, you get the idea, an ordinary black tint just wouldn't work. The color of the car is important. No metal flake but maybe a metallic color or just an original color paint job. My cool car wouldn't be complete without some pin stripping, just a little on the hood and something on the trunk lid.

Some of these projects are cheap enough and simple enough that maybe, just maybe, I can start on some of these projects and get these done and actually drive my cool car. SOOO that's it, that's what I would do to turn my 72' Hornet into MY cool car. The engine on the car is another article all by itself. Six cylinder? Eight cylinder? Who knows? **I'm an AMC guy.**



Sear's Point Wednesday Night Drags, October 2006

Scenes from the 2012 NorCal AMC Auto Group Annual Picnic

Nolan Dehner, Photos

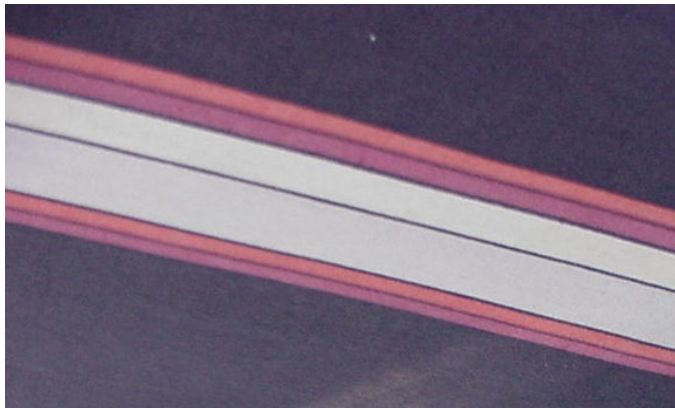


Pacers make the Top Ten (worst cars ever built)

Nolan News:

Several months ago I was approached by Lion television in New York who ask me for permission to use certain videos of my 1976 Pacer. I happily told them sure. Go ahead. I then received a legal release to sign off thinking that this would be a great opportunity to show off the Pacer again and bring some more credit to the NorCal AMC Auto Group. I should have known better. Having been burned before by so called editors calling the car ugly and worst designed, I should have expected some of the same. After a couple of days of trying to locate the person at Lion TV who first contacted me only to find that she no longer worked for the company, a young lady told me that the episode with my Pacer had already been done and she would try and locate the site and send it to me. I received it and was not really surprised to find that it was titled the "10 Worst Cars Ever Built". Now that I've viewed it I see that my car video was not used although two red Pacers did show up. One has European plates and the other has 1975 plates on it. Car and Driver could have inserted 1975 plates on it but I doubt it. Interesting to note that Walt Smith's 1991 Chrysler TC Maserati Coupe is also featured in the top 10. Here is the link to the Car and Driver YouTube video:

http://www.youtube.com/watch?v=jxcoIr1qfPk&list=PLIME_Nm6UYIVsuQSeiWJQT-j0vW5hMMrz&index=4&feature=plpp_video



←
Anyone know what this is? A free glass-o-beer at the next Club Meeting to the first person that emails me with the correct answer.



NorCal AMCs at Norm's Kitchen (again). All Club Members are invited to join Nolan, Grace and the rest of the Gang every single Sunday at 9a.m.



Charlie is recruiting for the Nor Cal AMCs



Tidbit from Nolan: I don't know how many of you are aware of the Facebook site called American Motors. If not you might want to check it out. It is somewhat like the AMC List but contains pictures.

Editor's Note: I did a search on FaceBook and came up with several AMC sites. Here are a few:

<https://www.facebook.com/pages/American-Motors/16093657421>

<https://www.facebook.com/pages/American-Motors-Corporation-Kenosha-WI/123861497682979>

<https://www.facebook.com/GatewayAmc>

<https://www.facebook.com/pages/American-Motors-Corporation-AMC-Fanpage/272119382827307>

<https://www.facebook.com/pages/American-Motors/106599629369604>



Recently found this '77 Gremlin—yes I said Gremlin—on eBay. Here's the link to the original auction:
<http://www.ebay.ca/itm/Replica-Kit-Makes-AMC-American-chrome-paint-/321021223335>

Why anyone would want to take an already homely car and make it even more homely is beyond me. A lot of money must have been spent to hide this poor little Gremlin. This thing just screams bad taste.I'll take it!

HISTORY OF THE CAR RADIO

Submitted by Nolan Dehner

Seems like cars have always had radios, but they didn't. Here's the true story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds:

Automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.



© MOTOROLA MOBILITY, INC., LEGACY ARCHIVES COLLECTION. REPRODUCED WITH PERMISSION
Motorola founders Paul Galvin (left) and Joseph Galvin

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked--He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems. When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 It took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes

(Continued from page 8)

had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car Radios that cost 20% of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich Tire Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed with the first handheld two-way radio--The Handie-Talkie--for the U.S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television to sell under \$200

In 1956 the company introduced the world's first pager

In 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon

In 1973 it invented the world's first handheld cellular phone

Today Motorola is one of the largest cell phone manufacturer in the world

And it all started with the car radio.

Whatever happened to the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. Not bad for a guy who dropped out of school after the eighth grade...

A special Announcement from Nolan & Grace!

Nolan and Grace Dehner

20 November 1952

Sixty years ago today we got married in Topeka, Kansas

(As Henny Youngman would say..."Seems like ninety !!!)

It has been a great sixty years and we owe a lot of our happiness and longevity to people like you who became friends and to our family and extended family.

Many Thanks

Dec. 4th's Top Story on Jalopnik.com

Submitted by Mick Guistino

Mick forwarded me this link that he found on the internet: <http://jalopnik.com/5965195/for-3000-pick-up-the-pacer>



Home to the former Trojan Nuclear Power Plant, Rainier Oregon is coincidentally also the current place of residence for today's [Nice Price or Crack Pipe](#) mutant AMC Pacer. The connection is obvious, but will this AMC's price nuke the deal?

Aesthetics are important. As much as anyone would admit to not being so shallow, we generally gravitate to that which is most easiest on the eyes. And that's why yesterday's [custom 1983 VW Rabbit Convertible](#) went down in a 72% Crack Pipe loss, its freaky paint job and Burberry upholstery dry heaving their way over an appreciably hot motor, BBS wheels, and an overall appearance of competent construction. Hopefully today's candidate won't suffer from hate at first sight as well.

You know what they say about feast and famine, here we haven't had a good AMC Pacer on the

show in a long time and then we have a [tidy V8 wagon](#) just a week ago, and now today's [1978 custom Paceranchero](#).

The idea of a Pacer pickup isn't the lone brain fart of this vehicle's creator, and in fact goes back to Kansas Kustomizer [Carl Greene](#) who first approached AMC VP of Design, Dick Teague with the idea.

This 232-powered pickup started out - like Greene's original - as a Pacer wagon. The back of the fishbowl above the lights and behind the B-pillar has been cut out, replaced by a rounded cap that flows gracefully into the fenders. Into that is what looks like the rear glass out of a later Gremlin or Spirit Kammback, but lacking the necessary hinge mounts.

Underneath the rotund redhead are a set of gold and chrome wheels while up top there's a pair of comically tiny roof rails for the comically shortened roof. There are no interior shots nor description so we'll just have to assume that it's all Pacer in there, just less of it. It's also hard to tell if the remaining portion of the hatch now works as a drop-down tailgate, or simply serves as a mechanism for building upper body strength - ooh, did you see the pecs on that guy? No, I was too busy checking out his wicked cool Pacer pickup!

The dearth of information provided in the ad is balanced by the audacity, and apparent quality, of the conversion this Pacer has undergone to open-bed form. Sure, the six cylinder with its double digit horsepower and succubus-like three speed are a combo no one likes to see on the menu, but remember that a V8 will fit under this fatty's hood, and that the Pacer was originally designed with a Wankel in mind.



Thank you for voting!

Nice Price: I would pick that up. 64.29%
(1,782 votes)



Crack Pipe: Aye-Emm-Cee-You Later.
35.71% (990 votes)



Total Votes: 2,772

What it's now time for you to have in mind is this custom Pacer's \$3,000 price tag. That's a third that of last week's restored wagon, and of course this is miles funkier. What do you think about that price, is three grand a fair deal to pick up this custom pickup? Or, is that price well off the pace-r?

You decide!



Vivo, circa late 2003, found in a backyard in Concord, CA

NorCal AMCs Auto Group

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 American Motors"
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 restored? 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!

Membership Application:

http://rossg.users.sonic.net/NorCal/NorCal_Application2012.pdf