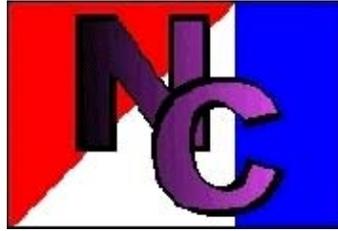


NorCal AMCs Newsletter



*Edition One
2005*

NorCal Meeting

Ross Guistino

First meeting of 2005—January 20th. It is always with great apprehension and lots of hand wringing that I approach the first meeting of the year, having been away from the Club Members since October of the previous year. However, this year I was calm, cool and collected as I did nothing but simply introduce the crowd to our new President, Richard DeCroff. If you need a refresher on what went down in that fateful October '04 meeting, please refer to the last Newsletter (yes, all those damn months ago!).

Attending the January meeting were Richard, of course, Terrie and myself, Richard of course, Nolan, Roger, Sue and Butch, John Andrews, "All Auto" Dave, Mark E., Walt, Tyson, and John Black and Janet. We had two new members join who have a gorgeous '66 Ambo—Gene and Dominic. Welcome!

After making a very short "passing of the big NC" to Richard, I sat down and let the new Prez find his stride. And stride he did find! Richard did an awesome job taking the reins and I'm proud to have him leading the group. Richard has plenty of experience dealing with Clubs as he is also a member of the Early Ford V8 Club in Santa Rosa. One of his first actions as Presi-



Richard leading the 2005 Edition of the NorCal AMCs.
Photo courtesy of Nolan Dehner

Wondering when the next NorCal AMC Meeting is? Wonder no longer as all meeting dates are prominently displayed on the new 2005 NorCal AMCs Calendar. Yours when dues are paid!

dent was to initiate a raffle just for those members who actually drove an AMC to an AMC meeting. Tonight that included myself, Nolan, Tyson, Richard, Sue and our new members Gene and Dominic. As beginner's luck would have it, the new guys won the raffle. It was a fitting way to introduce them to the Club. Thanks Richard for initiating this little extra incentive to get more cars at the meetings.

The Treasury is doing well. We entered '05 with a surplus of \$160. With the yearly dues paid in January our coffers currently rest at \$450. Some of that will go towards the expenses of the new calendars and the rest will be reserved for whatever clever ideas Richard has up his sleeve. And of course, we can't forget about the annual picnic where a chunk of the change goes to throwing a good party for our Members. Thanks once again to Terrie for manning the spreadsheets this year.

And speaking of Terrie, please be sure to drop her an email or a phone call or a note in the mail congratulating her on the spec-

(Continued on page 2)



NorCal Meeting—continued

(Continued from page 1)



tacular job she did putting the calendars together. I must say that I cannot take any credit for this project. She wouldn't even let me see it until it was almost complete. We have a few Members who haven't renewed for '05 so we'll be holding a calendar for them. Everyone else, what do you think?

We have a tour tentatively scheduled for April or May to a 50's style restaurant out towards Bodega Bay in the town of Valley Ford. Richard says this is a cool little place to hang out, eat some food and admire our cars. It is an easy drive out and back. I look forward to the stares we are sure to garner as we caravan through the countryside.

The meeting ended with a successful raffle. Let's keep this going by bringing something unique to raffle off. And let's keep the attendance up too. We had 16 folks show up; a great turnout for us! Thanks everyone for starting off the year right. And start getting your AMCs or other vintage iron ready for the nice weather. Its just around the corner.

Ross' handing of the torch to Richard. It's been good being President but I'm glad it's someone's else's turn!

While visiting Dave's store recently, Nolan with his ever-present camera snapped this photo of the highlighted wall of NorCal AMCs. The wall has photos of Nolan's and Richard's Pacers, Greta, a group photo taken at Stony Point Grill, as well as two plaques presented to the Club by the National Center for Missing & Abused Children. There used to be a picture of Vivo but it met with an unfortunate fate when it fell off of the peg board and behind a display board. Forever lost in the abyss.

If you wish to be featured on the Wall of AMCs, please submit a digital photo to either Nolan or Ross, or submit a picture in 8-1/2 x 11 format.





Unusual...to say the least

Posted on the SNORT4x4.com Forum, 2/7/05
<http://www.snort4x4.com/forum/showthread.php?s=&threadid=18430>

For Sale: '76 Pacer custom car (redone by a Boeing engineer some time back) 232 auto (floorshift) PS/PB \$1500, flux capacitor not included, but it has 65,000 original miles. Current Owner's name is Gerrard and he can be reached at (206) 280-5619.



Unfair...

Submitted to the AMC List by Jock J Jocewicz
Topic: AMC/Rambler/Nash Museum

Some of you may remember when an effort was made with a lot of work and donations from members of the various clubs to build a Transportation Museum in Kenosha, which, of course, would have been mainly for the AMC/Rambler/Nash vehicles. This effort failed but some moneys were given to the Kenosha County Historical Society to open their present building. This building does have a Rambler gallery but it is far from a real AMC/Rambler/Nash museum.

So I was mildly amused to read in this morning's Kenosha News (February 3rd) that the cities plan for a Civil War museum is proceeding. They were given a \$500,000 federal grant and the city has designated \$14.8 million over the next two years for construction of the museum. The kicker in all this is that no Civil War was fought in or near Kenosha!! Wouldn't it of been better to build the Transportation Museum??

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JOIN NAMDRA, the best AMC club around!!!
AMO#19, NAMDRA#46, AMCRC#974, AMCWC (Honorary), NHRA#41915, IHRA#6766



Sad but AMC related

From the Obituaries Section of The Press Democrat - February 1, 2005

Horace Hagedorn, Man behind Miracle-Gro

Horace Hagedorn, who applied Madison Avenue wizardry to the new plant food his wife named Miracle-Gro and sold it to just about every postwar suburbanite who yearned for a green thumb, died Monday at his home in Sands Point, NY. He was 89. The cause was pulmonary fibrosis, his son James said.

Miracle-Gro, which produced the world's biggest cabbage, cantaloupe and dahlia, became a familiar sight in the American backyard. The gardening business is estimated to exceed \$35 billion in annual sales, and Miracle-Gro's share of the home fertilizer market is estimated to be about 85%.

Hagedorn orchestrated the growth of his product like the marketing genius he was. He hired a Norman Rockwell colleague to paint homey advertisements, and the actor James Whitmore, whose gnarled face suggested a trustworthy farmer, for television commercials. The \$100,000 prize he offered for a world's-record-size tomato was conditional on the use of a certain plant food. The green and yellow package he commissioned became so famous that other companies, including AT&T and Hyundai, used it in ads for their own products. Hagedorn charged them nothing—as long as they spelled Miracle-Gro correctly. "He was a huckster," his son James said with cheerful affection, "one of these, like, carnival salesmen."

James Hagedorn said his father was also a sophisticated, hard-driving businessman. When the Scotts Co., the huge garden products firm, merged with Miracle-Gro in 1995, most news reports said Scotts was absorbing the smaller plant food company. A year later, Horace Hagedorn told the Wall Street Journal that he had actually acquired Scotts by insisting on an all-stock transaction. The truth of the matter is, Scotts didn't buy Miracle-Gro," Horace Hagedorn said. "The truth of the matter is, we bought Scotts."

Hagedorn, a multimillionaire, drove a Gremlin for many years, and said he owned three suits and two pairs of shoes. He gave millions to children's charities, and got special attention when he adopted 50 poor Brooklyn schoolchildren with the goal of sending them to college. About 85% are going to college, and Hagedorn recently offered a 6th grade class in Columbus, OH the same deal.

Burgers....and still AMC related

Found while Ross was surfing the web

For the whole article, link to: http://www.downingworld.com/July-Sept_04.html

www.downingworld.com, Friday, August 20, 2004

Dave Goes to White Castle, Ramblin' in an AMC

White Castle is like so many originators, in that they get poked fun at, while others reap the big profits. Apple Computer, for instance. Or American Motors Corporation (AMC). Even though AMC has been gone for years, people are still cracking jokes about the "funny looking" cars AMC produced in the 1970s. As is so often the case with innovators, the innovator went bust, leaving behind others to reap the fruits of innovation. But while people have been laughing, the AMC legacy has quietly gotten its revenge.

AMC was ahead of its time with smaller cars that still provided ample interior space. For 20 years, automakers have been emulating those "funny looking" little AMC cars. I became vividly aware of this in the mid '80s, when I saw a then-new Ford Tempo parked next to an AMC Hornet (full disclosure: it was my AMC Hornet!). The two cars were almost identical in size, shape and proportion.

Since then, the Hornet has proved to be the prototype for an endless stream of ubiquitous compact sedans, foreign and domestic. And the "funny looking" Hornet station wagon lives on in the guise of the compact Ford Escort station wagon, among other popular models. Since then, the "funny looking" AMC Gremlin has proved to be the forerunner of innumerable popular compact hatchbacks. And even that ugly AMC Pacer lives on in today's rounded, large-windowed bubble cars. If you ever find yourself following a Chevy Caprice Classic station wagon, take a good look at the rear view of that car. The shape is unmistakably Pacer-esque. I like to think of the Caprice Classic wagon as a "stretched Pacer."



The above photo is from *Car and Driver Magazine*, November 2004, under Reader Sightings. This rather unique way of transporting a canoe was spotted in Tampa Bay. Thanks to Nolan for passing this along.

Pacer for Sale - It's Nolan's!

But not the red one!

It has been decided that my third garage is needed for other projects and therefore I need to sell my second 1976 Pacer coupe. This is a white '76 D/L with the vinyl top option. The options on this baby include A/C, power brakes, power steering, 258, automatic on the floor, lighted vanity mirror, remote-controlled driver's side mirror and non-remote passenger mirror. There is no radio or clock, but does have an antenna. This car has brand new rack and pinion, brand new paint job, brand new cat converter, new white side wall tires (3K), new door hinges, new door controls (at \$73 each !!!) bumper absorbers, new center pieces for the "high style" wheels, new vinyl top material, manifold has been planed (shaved) and new exhaust pipe, new master cylinder and wheel cylinders, new exhaust doughnut. Understand that "brand new" means before it was stored in 2000.



The car is on a California Non-Op permit and has been parked since 2000. It has, since I acquired it, been started once a week and driven a couple of blocks to keep seals and bands operative. Over \$3,100 has been spent on the car. All receipts are available as is the Car Build Order. It passed California Emissions Testing (smog) before being stored.

This is a project car. The previous owner completed all of the above and decided to replace the vinyl top and to change the red interior to white. Thus, he removed the vinyl top, removing all of the chrome strips on the top of the car and tops of doors and windows. Next he removed all of the interior door and side panels in order to paint them white to match the new exterior color, white (same as the original color). The door panels (no cracks) were blue (?) and then painted white and the paint is chipped off in many places. The rest of the red interior is in the car ready to be either painted or reinstalled. The dash face and pad were removed and I assume he was going to paint it but needs to be permanently re-installed. (It is temporarily installed at the moment.) The roll of new maroon vinyl is inside the car as are all the chrome pieces. The headliner is in place temporarily, evidently he was going to paint it also. There are a number of extra interior pieces to include black door panels with the ribbed top (no cracks) and the recessed areas in the lower front corner for pockets or speaker grills. There are black dash inserts (light switch, radio/clock) and some other black interior pieces.

I have found one rust hole just above the license plate. The split back bench seat needs to be repaired on the driver's side. Carpet is worn but useable. The previous owner was obviously trying hard to restore this car but a financial problem caused him to lose the car to storage bills and I acquired it from the storage company. I'm asking \$1,600. This car is actually in better shape, both mechanically and body wise, than my red '76 but I have a sentimental attachment to my first Pacer. You smog it and it will have to be trailered or registered in order to move it or get a temporary permit to drive it home.

Full color pictures are available for the asking, or you can see pics on the web at:

http://www.sonic.net/WWW_pages/rossg/NorCal/DCP_2915.JPG

And

http://www.sonic.net/WWW_pages/rossg/NorCal/DCP_2916.JPG

Contact:

Nolan Dehner

Nor Cal AMCs

Windsor, CA 95492

nolanatcamelot@aol.com

Pacer for Sale - It's Not Nolan's, But Close!



I have an old college buddy who in 1975 bought a brand new Pacer D/L. He ordered it with the 2V carb and manifold and the four core radiator. As he has quite a collection of cars (18 at last count) he parked the Pacer in 1993 after driving it for approximately 100K miles. He has now decided to sell it along with some others of his collection. I wanted to buy it but I'm out of garage space. The car has wing windows, air conditioning, power brakes and power steering. I remember a radio, clock and rear window wiper. It has never been in an accident and has no rust. It is an automatic on the column. Glass and chrome are all in good shape. It has the high style wheels. He would like to receive \$1,200 for the car. The car is on a trailer with electric brakes which goes with the car. (The trailer will need tires.) It is the maroon H8 color with bench and split back seats. I believe the bench has a rip on the driver's seat. I seem to remember that the alternator was removed and put on his Jeep. The car is located in Altadena, California. If you are interested in this car call Dale at (626) 797-0555. Under the new rules this car is totally exempt from smog (Emission controls) testing! As yet this car is not on any auction list preferring to let aficionados have first chance. It can be seen in the Pacers for Sale section of The Pacer Page online.

The link to the ad is:

<http://amcpacer.proboards22.com/index.cgi?board=pacersforsale&action=display&num=1105823230>

Where are all the AMCs?

A letter from Chad Chadwick

Maybe someone can answer this question for me...I live in Northern California and have been working on my '69 Javelin for over a year and it is just about completed. What I want to know is how come there are no parts cars around in California? There are a few on eBay, most on the East Coast or Mid-West; some come out of Florida and there are some real rust buckets out there. And it isn't cheap to ship them to California. The car hauler wants \$1,000 to \$1,500 to ship them out here. A few years back I paid \$1,500 to have a car shipped from Pennsylvania. Parts are few and far between. Running cars, as we all know, can cost from \$4,000 to \$10K and more.

I built my Javelin out of love and for the sport; it was saved from a junk yard. I wanted an AMX but the only ones I see are on eBay and/or are on the East Coast. So, where are the AMCs????

Joe Wyatt (from the AMC List) responds:

Chad, the biggest problem is that total cars sold by the factory back in the 60s and 70s were no where near the numbers as today; for instance, for the 1969 model year, my records show that only 17,389 AMX models and 23,286 SSTs were made. Given that the Insurance Group of America states most cars in the U.S. have a life expectancy of less than two years without being in a major accident and the cars you are looking for are over 35 years old, that does not leave many.

Cars here where I am bring \$250.00 per ton for scrap, more in other areas, and as the weight of a '69 SST is around 3,400 lbs, that means a junk yard can sell it to a crusher for about \$412.00. There is no profit in keeping them. I have started visiting the crushing yards in my area trying to get them to flag any AMX or SSTs that they get, but as noted above you have to be quick and be ready to pay \$500.00 or more for any they get and call you on. And then if you get picky about the condition they blow you off and keep on crushing them with out calling you anymore.

Hope this helps, that's why the Speed Channel keep saying restore them, don't crush them or we will not have any left.

AMC, er, Daimler-Chrysler does it again

The Detroit News is reporting that Jeep will unveil their latest Jeep concept vehicle in January at the Detroit Auto Show - the pickup-based Jeep Gladiator. Here's a snippet:

Chrysler will unveil two new concept vehicles at the Detroit Auto Show in January -- a pickup truck for the Jeep brand and a sports car for the Chrysler brand -- which will give the world a taste of where the automaker could be heading in coming years.

The Jeep Gladiator is a knobby-tired, mid-sized truck with a peel-back canvass roof and diesel engine that revives a name used on a 1960s-era Jeep pickup.



The Chrysler Firepower is a rear-wheel-drive sports coupe with a 425-horsepower engine that could be considered Chrysler's answer to the Corvette.

Chrysler design chief Trevor Creed said the two models were "purely concepts," and that the automaker had no plans to manufacture them.

...snip... The Jeep brand has not marketed a pickup since the early 1990s, when the Comanche mid-sized truck was phased out. The truck-like Jeep Scrambler died in 1985. The original Gladiator pickup was discontinued in 1969.

The Gladiator does not share underpinnings with any Jeep model. It has a 2.8-liter turbo diesel engine that generates 163 horsepower, and boasts 13.7 inches of ground clearance. An exterior-mounted spare tire and exposed door hinges add a rugged look. But it has one of the more modern gadgets to show up on a pickup: an expandable truck bed.

Chrysler has already placed the Gladiator in a category of its own -- calling it a "flexible utility truck."

Rules for Driving in the Big City

- When on a one way street, stay to the right to allow oncoming traffic to pass.
- Never, ever, stop for a pedestrian unless he flings himself under the wheels of your car.
- The first parking space you see will be the last parking space you see. Grab it.
- Never get in the way of a car that needs extensive body work.
- Always look both ways when running a red light.
- Never use directional signals when changing lanes. They only warn other drivers to speed up and not let you in.
- Making eye contact revokes your right of way.
- Whenever possible, stop in the middle of a crosswalk to ensure inconveniencing as many pedestrians as possible. And if a pedestrian ahead of you steps into the road, speed up, honk or yell obscenities loudly and chase him back upon the curb. Pedestrians have no rights.

Pierre Cardin & Other Material

Ross Guistino

The only person I know with this rather unique yet spectacular interior is Tyson but I thought I'd throw this info in for those of you who may be interested in obtaining one-of-a-kind and hard-to-find material for your AMC (or other) vehicle. A good source to start for your material is SMS Auto Fabrics in Oregon. I got an exact match to my original perforated vinyl for Greta from them and it was indeed an exact match right down to the color and pattern. I only did the front bucket seats as the back seat was practically untouched and you can't tell the difference between old and new. I highly recommend them.



Email: info@smsautofabrics.com
Snail Mail: SMS Auto Fabrics
350 South Redwood Street
Canby, OR 97013
Phone: Monday-Friday 8:30-5:00
503.263.3535
Fax: 503.263.3525
On the Web: www.smsautofabrics.com

26th Annual AMCRC National Meet

Ross Guistino

I was recently contacted by Freddy Munoz of the Pacific Gold Rush Ramblers (PGRR) asking us to join him and his Club at the 26th Annual AMCRC National Meet on June 24-26 at the Towe Auto Museum in Sacramento, CA. The theme is "Catch one if you can", celebrating the Marlin's 40th Anniversary. Hopefully our new President, Richard, can gather a few NorCal AMC Members to caravan up to Sacto.

For a complete agenda as well as Host Hotel information, including a special rate for AMC owners, you can click on this link:
<http://www.pgrr.org/EventInfo.pdf>

For a Registration Form, go here:
<http://www.pgrr.org/2005Nationregform.pdf>

For those of you without access to the internet, and wish to get some general information or further details on The Meet, contact Stan Kelly (408.269.7788) or Marla Quandt (559.781.6164).

Pacific Gold Rush Ramblers

A Greasy Situation

A writer on the AMC List recently had a problem with the lower joints on his American. Frank Swygert sets things straight: The "problem" lower joints were the 1950-61 (63 American) lower trunnions. The problem really isn't the joint, it's the car owner! The joints need to be greased regularly, no more so than any other joint. Don't grease it for a long time or very often, and it will fail. The "design flaw" is that the steering knuckle is just threaded on the end. That end screws into the trunnion. The knuckle turns on the threads, the threads hold the knuckle in the trunnion. The threaded section is around 7/8" diameter and standard threads. Can you imagine how much wear a 7/8" nut would have before it pulled off a bolt? The knuckle is obviously a little harder material than the trunnion, but both are pretty solid steel. It doesn't take many 1,000 miles to wear it down if there is little or no lubricant though. So it's user error, but gets blamed on the part. If a ball joint breaks or wears really bad (and it will if not lubricated!) it will come apart also. The thing is, if it happened to you, you'd spend the extra money to buy a part guaranteed not to pull apart again almost no matter how you abused it, right?

--

Frank Swygert, Publisher, "American Independent Magazine" (AIM)
<http://farna.home.att.net/AIM.html>

NorCal AMC Roster

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 Duelly Chop Top		Graphic Art Vinyl Work
John Black & Janet	79 MGB	black_j@sbcglobal.net	Mechanical, Auto Body, Upholstery
Roger Brannan	68 AMX (2), '69 AMX (3) '70 AMX (2) + Lincolns, Caddys, Fierros...		Tour Site
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	
David Coyle	'72 Javelin	dcoyle@sonic.net	
Sue Davis & Butch	66 Marlin	johnamsden8@netzero.net	
Richard DeCroff	76 Pacer DL '75 Pacer Parts Car '35 Ford Flat head		
Tom Galli	69 Javelin '66 Bug '65 Mustang '69 Mangusta		
Nolan & Grace Dehner	76 Pacer Standard '76 Pacer DL	pacer6113@comcast.net	Public Relations & Co- Events Coordinator
Mark & Terri Ehinger	73 Hornet X Hatchback	lahinge51@sbcglobal.net	Vice President
Ross & Terrie Guistino	75 Gremlin X '73 Gremlin 304	rossg@sonic.net	President & Newsletter Editor Treasurer
Fred Hyre, Sr.	82 AMC Eagle 4x4 Wagon	flhyresr@aol.com	Mechanical, Paint
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 & Marsha Roberge	Ramblers, Ambassadors Hornets, Gremlins '70 AMX, '72 Javelin Too many to list here!	oddrod54@msn.com	
Walt Smith & Angie	72 Ambassador '91 Chrysler TC Masserati Coupe '77 Cadi Seville	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
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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!



Membership Application:
http://www.sonic.net/rossg/NorCal/NorCal_Application.pdf

NorCal AMC Meeting Dates for 2005

- Thursday January 20 - 7 p.m.
- Thursday February 17 - 7 p.m. >> 2005 Dues Are Due <<
- Thursday March 17 - 7 p.m.
- Thursday April 21 - 7 p.m.
- Thursday May 19 - 7 p.m.
- Thursday June 16 - 7 p.m.
- Thursday July 21 - 7 p.m.
- Thursday August 18 - 7 p.m.
- Thursday September 15 - 7 p.m.
- Thursday October 20 - 7 p.m.
- No meeting in November and December

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