

NorCal AMCs Newsletter



*Edition Three
2005*

NorCal Meeting News

Ross Guistino

Since the last Newsletter, we have held several meetings. One of these days I'll actually get a schedule together for publishing these damn newsletters so you all can be up-to-date on Club News.

In April, we had 8 Members attend; in May we declined to 6 but I chalk it up to not getting the usual reminder postcard in the mail; in June we had a great turnout of 13 folks and in July we did just slightly less at 11. On average, we are getting almost half of the Club Members at the monthly meetings. But you have no excuse in September as the meeting will be at my house, and besides, we're bribing you with lots of food and cold refreshing beverages.



(Continued on page 2)

Annual Club Picnic - Sunday September 18th

It's time once again for the annual NorCal AMCs Club Picnic. Same Place, Same Time, Almost the Same Date as last year. The Guistinos are opening their backyard up to host this fun and always successful gathering of nearly all the Club Members on Sunday, 9/18 beginning at 2 p.m. We look forward to seeing familiar and not-so-familiar faces for this big event.

Club funds will buy the main dish (yet to be decided) and cold beverages and we ask that everyone bring a side dish. Formal invitations will go out in the mail shortly with the appropriate RSVP information.

To date, we have 26 Members so this year should be as fun as ever. Hopefully everyone can make it; I, for one, look forward to seeing and talking with those of you that aren't able to make it to our monthly Thursday evening meetings.

Mark the date now on your NorCal AMC Calendar!



Pacers, Marlin and Tyson's AMX—among other NorCal cars—at last year's picnic.



NorCal Meetings—continued

(Continued from page 1)



Yes, the annual picnic is again at the Guistino Pit & BBQ. I hope all can attend.

April Meeting: Nolan announced that every Thursday is a small car show hosted by Baskin & Robbins in the Town of Windsor. Last year we held one of our monthly meetings there and we were very well received by the host. So if you are looking for something to do, contact Nolan for details on where the show is. Perhaps we can get a row of NorCal AMCs going?

<<—— April also brought us the first ever Valley Ford Tour, spear headed by our President, Richard DeCroff. On April

17th, we had a great group of NorCal AMCs who ventured out to the coast for a lunch at the quant (read: tiny) Route 1 Diner in Valley Ford. From there we took a ride to Bodega Bay (Home of the “The Birds”) to see the ocean and then back inland via Guerneville where we stopped and walked thru a small flea market. It was a great full day of friends, fun and, or course, AMCs.

Another tour that took place, although not an AMC tour, was the California Mille. See Page 10 for more information on this event.

The Lovely Topic of Smog. It was brought up that for those of you lucky enough to have a car from 1976 and newer, you are subject to the wonderful California smog test every other year. Nolan had to go thru this with both his Pacer and his ‘93 Honda Accord so we spent a few minutes talking about what hoops he had to jump through to pass smog. Mainly, he owes his success to a couple of things. Thanks to Walt Smith who discovered a bad catalytic converter on the Honda and to Kragen for supplying Nolan with a product called Guaranteed To Pass. Apparently this magic elixir is the key to those of us who expect a questionable smog result. Pour a bottle of this stuff in your tank, fill up with “hi-test” and drive 100 miles. It burns all the bad stuff out of the system and is guaranteed to pass the smog test. Unfortunately for me, my ‘93 VW Jetta with over 220,000 miles on the original engine is a real stickler when it comes to smog. I’ve failed the last three times I’ve brought the old girl in. So this time I’m going to try this miracle cure and see what happens.

May Meeting: We continued our smog conversation this month since this is such an important topic for the Club. Walt offered a discount to Members for the smog and repair station at his car lot, Groth Motors (www.grothmotors.com) Another discussion took place about some Club events to try. Tyson mentioned holding a meeting at someone’s house and work on their car instead of a formal meeting. Great idea! And speaking of great, thank you Sue for your wonderful home baked cookies.

June Meeting: This brief meeting finalized the dates for the Picnic and it was also voted that August would be free pizza day at the Club Meeting. Due to a healthy treasurer’s report, we have enough cash to buy pizzas and still have plenty left over for the September picnic. Thank you, Terrie, for keeping track of our money. We also discussed who was going to the AMCRC Show in Sacramento in June, more on this later.

July Meeting: We had a new AMC at the meeting tonight. This month Nolan sold his white ‘76 Pacer to Walt Smith. So the new proud owner drove her to the monthly meeting. This night we had almost a record showing of AMCs at a meeting. Me and Greta,

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NorCal Meetings—continued

Nolan, Walt, Tyson and Tom all showed up with their Classics. It's always nice to see so many AMCs in the parking lot—maybe one day we can out-show all the Mustangs that are always there at the same time for their meeting.....well, I can dream can't I?

We reiterated that we are buying pizzas in August and our Club Picnic is in September. October will be our last meeting of the year but Richard would like to try and have another gathering/tour in November or December. We are still trying to get a private showing of Sheldon Doing's museum in San Rafael (<http://www.marindirect.com/sd/>). Richard is determined to make it happen this year since we've been talking about it for the past three!

Before I forget, Mark Foehl if you're out there, drop us a note. We all wondered what you've been up to. We even talked about the AMX you sold.

Mark E. donated \$5 to the coffers. At the last meeting, Tyson brought in a box-o-stuff to give out to anyone who wanted it. Mark took it and said he'd sell the stuff at a swap meet he was attending and would donate half the proceeds. Thanks Mark and Tyson for contributing to the funds.

Nolan is going to check on getting prices for Club hats with our embroidered logo on it. Tyson is also going to check on getting stickers made with our logo on it. All for the purpose of promoting our little Club. Thanks guys.



And finally, the next time you see Tyson flying around town in his Jav AMX, try and stop him to notice his freshly painted faux vinyl roof. He decided to paint the top of his car a very bright white. It looks good. And while you are admiring his paint job, you can also congratulate him for his 3rd place win in the local "Scrapure Rapture" show in Cotati. This is the 19th annual show put on by the non-profit Garbage Reincarnation organization (www.garbage.org). They help educate the public about solid waste issues and at the same time awaken the creative minds of artists who create art-work from and give new life to items that would normally be destined for the landfill. Tyson competed in the Amateur Division and won for his scrapure called "Octopus".

Next Meeting: August 18th

SEMA Legislation/Regulations column in the SEMA NEWS June 2005 issue. Scrappage Programs: At SEMA's urging, the U. S. House of Representatives and the Senate have again rejected attempts to fund state vehicle-scrappage programs through a federal highway bill. Lawmakers have spent the last two years working to pass such a bill but have been unable to agree on the amount of money to spend on highway construction. That roadblock may have cleared with a tentative agreement to allocate \$284 billion over the next six years. Both the House and the Senate are now considering the legislation. SEMA actively opposes scrappage programs since they are not a cost-effective method to reduce motor vehicle emissions and unnecessarily remove vehicles and parts from the marketplace.



AMCRC 26th National Meet

On Saturday, June 25th, a small group of NorCal AMCs made the trek up to Sacramento for the AMCRC National Meet. Nolan and I drove up in Greta, Tyson drove his Pierre Cardin and Walt Smith ventured up in his Chrysler TC Masserati Coupe—he didn't have the white Pacer at this point. Tyson and I weren't sure if we would enter the show but once we got there, we decided "what the hell" and coughed up the \$30 to get our bag of goodies and a Show number for the windshield.

The Pacific Gold Rush Ramblers (www.pgrr.org) sponsored this show and I want to commend them for a job well done. There was a respectable showing of AMC's finest. The theme of the show was "Catch one if you can" celebrating the Marlin's 40th Anniversary. The row of beautiful Marlins drove the point home.



After walking the aisles for a few hours, we all ventured over to the Towe Auto Museum (www.toweautomuseum.org). There we got up close and personal with a row of AMCs owned by Stan Kelly as well as got a glimpse of autos past including the Imperial and Studebaker shown below. There was even a Pacer tucked in the corner of the museum.



Little Known Facts learned at the Towe Museum:

- In 1903 there were 375 car companies in the U.S.
- In 1908 there were 350 car companies in the U.S.
- In 1928 there were 92 car companies in the U.S.
- In 1992 there were 9 car companies in the U.S.
- First mass-produced car in America: Oldsmobile



3rd Annual All-American Cruise

Ross Guistino



The 3rd Annual Show & Cruise was another successful meet of like-minded car buffs. This four day event is the biggest thing going on in Sonoma County. Folks from all over compete in this show of all shows, well except for me. I like to be a spectator in this particular show. This show is much too rich for my blood but it's nice to see the accomplishments of others.

If you ask me my opinion of this show, I would have to say that it was both FANTASTIC and disappointing at the same time. Now keep in mind you are talking to a biased fan (yea, I like AMCs, whatcha going to do about it?) but you can almost call this the 3rd Annual All Chevy/Ford Cruise. If I saw one more '50-something Chevy I'd puke. But that's just me. Overall, this show was a site to behold. There were, of course, more than Chevrolets and Fords. (I just like to harp on the subject.) There were Pontiacs there too, one of which was Bill Bartlett's '66 LeMans convertible. Nolan and I walked the



fields for a couple of hours and were quite amazed at the attention to detail some of the more obscure cars had. Forget about the Chevy and Ford crowd, what about the impeccable '39 Plymouth that Nolan was lusting after? Or the breathtakingly pink Stude wagon? Everything on this car is pink, including the dash, the steering wheel and the pink bouffant proudly worn by the petite bombshell owner. A 1940 Willy's Woody was simply spectacular. For more pictures, visit Peggy Sue's website: <http://www.peggysuescruise.com/home/>

Leslie Smith, maker of Matchbox cars

New York Times

Leslie Smith, who for several decades after WWII was the world's largest automaker, at least in part because he made the world's smallest autos, died May 26 at his home in North London. Smith, a founder, President, and long-time CEO of Matchbox Toys, was 87.

Matchbox cars, which include everything from humble dump trucks to elegant Rolls-Royces, were introduced in 1953 and continue to be sold worldwide. Coveted, accumulated and passionately traded, they were a staple of childhood in the 1950s and after. They sold for 49 cents in the baby-boom years, and now cost about a dollar.

(Editor's Note: I was a HUGE fan of Matchbox cars, and still have most of my collection today. I owned probably over 100 of these things as a kid. I hung onto them and they moved with me from Ohio to California in 1980. When my kids got older, they, too, played with the very same Matchbox cars that I had as a child. Over the past 40 some odd years I've lost a few but I still have a bucket-full in my garage. To say the least, I was saddened by the reading of the passing on of Mr. Smith.)

Known for their craftsmanship and realistic detail, the cars are also prized by collectors, with vintage models sometimes fetching thousands of dollars. A rare Matchbox Dodge wreck truck recently sold on eBay for more than \$9,000, Charlie Mack, the editor of Matchbox USA magazine, sad in a telephone interview Friday. *(Editor's Note: I guess I should pull that bucket-o-cars out of the garage and see what I have hidden.)*

Designed to fit into a postwar-era British matchbox, the best-known Matchbox cars measure about 3" long. Smith's company, which began as a die-casting business, was by 1962 turning out 50 million cars a year—more, the new York Times reported, "than all of the world's major automobile producers combined."

Matchbox Toys are now manufactured by Mattel.

Leslie Charles Smith was born in Enfield, in Middlesex County, England, on March 6, 1918. He left school at 14 and served with the Royal Naval Volunteer Reserve in WWII, commanding a minesweeper in European and North African waters.

In the navy, Smith was reunited with Rodney Smith, a boyhood friend. After the war, the two men, who were not related, scraped together 600 pounds and set up shop as die casters in the East End of London. They called their company Lesney Products, an amalgam of their first names.



Lesney released its first miniature cars in the mid-1950s, starting with an MG Midget TD, which was followed by a Vauxhall Cresta and a Ford Zodiac.

Leon Askin: best known for his excellent portrayal of General Albert Burkhalter in the 60's TV comedy "Hogan's Heroes" died June 3rd at the age of 97. AMC content? None, I just really liked that show.—Ross



I had this one!



I had this one, too!

AMCs in Print

Thanks to Alamo AMC News for content

- In the January issue of Drag News there was a large picture of Steve Obertanec's race Gremlin.
- Hemming's Classic Car's March issue had a 4-page article on the Pacer. The article was contributed by AMC historian Patrick Foster (*Editor's note: met him at the Sacramento show!*).
- Another Hemming's feature in April, this time of a 4-page story on Hollywood's Metropolitan Pit Stop.
- March issue of the same magazine includes another Pat Foster article on '71-74 360-equipped Hornets.
- Alamo AMC member Matt Wilson's SC/Rambler was featured in the "Cool Cars" gallery of the "My Classic Car" website.
- Car Craft magazine in February includes a 4-page feature article entitled "Build an AMC...What to Do When You Can't Find an AMX or SST"
- A blue AMX appears in the movie Saved! Several interior shots and at least one exterior shot is shown in the preview sequence for the film. Was released last year.
- The short lived TV series, Center of the Universe, had an Ertl die-cast AMX on display in John Goodman's office.
- Six-page story on Rambler Advanced Styling Studio in the May Hemming's Classic Car.
- Hemming's Muscle Machines awards the AMX and Jav/AMX the title of "Design Excellence" in their May feature entitled "Pony Car Roundup!".
- According to Sports Car Market, the purple '69 AMX that sold at auction in March for over \$14K "seemed about right".
- Even Zippy the Pinhead is getting into the AMC act. A recent comic included an AMC—Zippy is talking to a carwash sign and he has a little Nash Metropolitan model on a stick.
- New York Times April 4th Edition had an article entitled "Marlins and Hornets and Gremlins, Oh My: The Quirky Classics of AMC".
- The Feb. 28th edition of American Chopper included a segment on Mikey's appreciation of his '77 Matador Barcelona coupe.
- Little Known Fact: For you Cheers fans, you can catch a Concord station wagon passing by in one of the outside shots of the bar during the opening credits of the sitcom.
- And finally, Gwen Smith, whom I have often mentioned in meetings and print, had a very exciting day on March 10th as photographers and staff writers from Hemming's Classic Car photographed her '64 Classic for a feature in the June magazine.



Pat Foster in Sacramento

Pacer 4 Sale....Going, Going, Gone

Ross Guistino



Walt Smith, new AMC Owner

Nolan Dehner didn't quite get his asking price of \$99,950 for his freshly painted (well freshly painted 5 years ago) fixer-upper Pacer, but he was happy nonetheless with what he got for it. (Sorry, folks, the final price is a closely guarded secret—it would take several bourbons to drag the price out of me.)

NorCal AMC Member, Walt Smith, stepped up to the plate to save yet another historical AMC vehicle from the fate of so many before it.

Thank you Nolan and Walt for your continued support of the AMC hobby.

Bits, Pieces & Whatever

Ross Guistino

My old buddy and former Owner of Greta, Eddie Stakes, sends me this news:

If you like Gremlins, watch for Johnny Lightning to release a BRAND NEW 72 Gremlin this year in 1:64th size metal diecast! For more information, cruise by my website at planethoustonamx.com and click on "parts" and then click on "your car is the star" program, as they want Gremlins, and photos, and who knows, possibly your car will be the next Gremlin diecast!

From Denis Roberge:

I have 390 and 401 engines for sale. They are apart and need to be cleaned and assembled. For more information, contact Denis at: oddrod54@msn.com

Jock Jocewicz, President/Editor of MANDRA writes:

The July 14, 2005 issue of Old Cars Weekly has an article on the Oleg Cassini Matadors. The August 2005 issue of Collectible Automobile has a story on 10-page story on Vince Geraci, who was an AMC designer and has a lot on neat pictures, drawings of possible AMC's including on that Vince just did for the article on his idea of a modern day Marlin. The August 2005 issue of Cars & Parts has a picture and blurb of a sharp, restyled 75 Matador Coupe.

Nolan Dehner notes that:

3M makes a unit called "Headlights Left-On Reminder Unit" (duh) and normally sells for \$6.97 at WalMart. Got mine on sale for \$4.00. Cat.No. 03796. Call 3M at 1-800-364-3577 if you can't find one. Takes about three minutes to install and works great. Rather loud.

Nolan's Desire:

Here's a car I would kill for. When I first saw an ad for the Talbo, built by TLC Carrossiers, it was \$100 K, then it was \$104K and now it \$149,500 and there is only going to be one more built as the guy is retiring and selling the business. If I win the Lotto this weekend, I'm going to own that last car!!!! <http://www.tlccar.com>



And a word about a not-so-bright Car Show sponsor:

John McEwen of Edmonton, Alberta and Matador Barcelona Coupe owner writes about his car show experience in May: I attended two great shows and had the dubious distinction of being the sole AMC owner at one and shared the honor with a Metropolitan at the other. We all went home, freshly sunburned and mosquito bitten, in a very pleasant mood. Of great, if somewhat pathetic interest, was the sign carefully written out by one of the registration people at one of the shows. She asked me what my car was, then carefully wrote it out on the windshield sign. It read:

1978 AMC MADIDOR BARSALONI COOP

I kid thee not! I wondered why the chickens were admiring my car - but not the chicks. Oh well, the weather was fine and I didn't really expect to win in the "Best Unrestored Class" (because there was no AMC class at all).

June 2005 issue of Hemmings Classic Car: A 5-page article on Gwen Smith's 64 Rambler 770. Also included is an article titled "Engineering Marvels" in which the 49-51 Nash Airflyte Ambassador & the 64 Rambler Typhoon were two of their 16 picks. Plus a 7-page article on the 47 Nash that was the pace car at the Indy 500.

The man who produced a gull-wing sports car in Canada bearing his own name, introduced Subaru to America, gave the world the Rabbit scooter from Fuji, backed an electric-powered bicycle and brought Yugo to the US, has been re-energized for yet another automotive venture. The irrepressible Malcolm Bricklin, who turned 65 last year, has signed on as the licensed importer for Chery Automobile Co., an automaker in China. Bricklin, who has left a trail littered with ill-fated ventures, enjoyed his best success with Subaru but is best remembered for his namesake, a two-passenger gull-wing sports coupe made in New Brunswick, Canada in '74-'76. The plastic-bodied sports car sold for \$7500 in 1974 when 772 were made, and then \$9800 in 1975 and 1976, when 2,100 and 17 were produced, respectively. The sleek little fastback was powered by an AMC 360ci V-8 rated at 175 hp in '74, and then a Ford 351ci V-8 delivering 162 hp in the final two seasons. It was fast and economical.

-Cars & Parts, In The Headlights, Amos Press, inc, April 2005

An Interesting Observation

Submitted by John Widiker, AMC List

How an AMC engineer bakes a potato better than anyone else.

How a Toyota engineer bakes a potato: Preheats new, high-quality oven to 350 F. Inserts Idaho potato. Does something productive for 45 minutes. Checks for doneness, and then removes perfectly baked potato from oven and serves.

How a GM engineer bakes a potato: Instructs an Idaho potato supplier to preheat the oven to 350F. Demand that the supplier show how he turned the dial to reach 350F, and have him come up with documentation from the oven manufacturer proving that it was calibrated properly. Reviews documentation, then has supplier check the temperature using sophisticated temperature probe. Directs supplier to insert potato and set timer for 45 minutes. Has supplier open oven to prove potato has been installed correctly, and requests a free study proving that 45 minutes is the ideal time to bake a potato of this size. Checks potato for doneness after 10 minutes. Checks potato for doneness after 11 minutes. Checks potato for doneness after 12 minutes. Becomes impatient with supplier. ("Why is this simple potato taking so long to bake?") Demands status reports every five minutes. Checks potato for doneness after 15 minutes... After 35 minutes, concludes that potato is nearing completion. Congratulates supplier, and then updates his boss on all the great work he has done, despite having to work with such an uncooperative supplier. Has supplier remove potato from oven after 40 minutes of baking, as a cost savings; without loss of function or quality versus the original 45 minute baking time. Serves underdone potato. Wonders aloud what on earth those Japanese folks are doing over there to make such good low-cost baked potatoes that people seem to like better than GM potatoes.

How a Daimler Chrysler engineer bakes a potato: Designs great looking potato. Includes sour cream, bacon bits, chives, and cheese. Asks for assessment from the Bean Counters and they create MCM system. Which causes him to spend 2 years looking for ways to take out sour cream, bacon bits, chives, and cheese. Finds cheap imitation chives from Japanese supplier, so DCX management demands use of expensive, over-engineered German bacon bits to help prop up weak German suppliers. Eventually sell potato with cheap imitation chives; no sour cream, cheese, or expensive German bacon bits. (Because Germany was on a holiday when potato was finished baking.) Potato rots so fast customer swears never to buy another DCX potato.

How a Ford engineer bakes a potato: Studies all other baked potatoes currently on the market and copies what he thinks are the best attributes of each, except makes it a plain looking, "everyman" potato, so everyone will know it is a Ford potato. Sells as "green" alternative to French Fries. When micro-waved, potato explodes, causing death and injury to customers and brings an end to 100-year old potato and butter-supplier relationship...lawyers flourish.



How an AMC engineer bakes a potato: Designs a self baking potato that is ready in half the time for lower cost, incorporates love it or hate it aesthetics. Potato tastes better and is more reliable than the competitors but can't seem to market them well enough to turn a sizable profit. Stays ahead of the curve for a while. Makes deal with Cheese Eating Surrender Monkey Incorporated to market a line of low cost difficult to service pastries along side the potato to lure customers into dealership. C.E. S.M.Inc gets threatening letter from Daimler, wets themselves, and promptly sells company at a loss. People fondly invest great sums of money into maintaining freshness of the last AMC potato they were able to purchase while bystanders openly wonder what is wrong with them and why they will not buy a newer albeit less yummy potato.



'48-49 Ford Duelly — Tysonized

Ross Guistino



That Tyson, always up to something. Here is a picture of his latest project. A frame up custom restoration of a '48-49 Ford F3 Duelly. He's already chopped the top about 4"—did all the welding himself.

As the story goes, him and a buddy took the old girl out for a stroll around the neighborhood. He thought the ride felt a little loose, despite not having a front or rear end in place. As it turns out, when he returned back to the garage he discovered that, oh duh, the cab wasn't bolted to the frame.

That Tyson, he sure is one lucky sonofabitch.

We look forward to seeing the truck in whole, Mr. Barbera.

California Mille

Nolan Dehner

The tour is patterned after the world-famous Italian Mille Miglia, a 1000 mile open road race which ran from 1927 through 1957 from Brescia in the North of Italy to Rome and back. It was revived in 1982 as an annual event and, today, the California Mille is the only American event recognized by the Mille Miglia Storica (Historical Society) of Brescia, Italy. This year the cars stopped at the Fountaingrove Inn for the night. We have a friend who drives in the California Mille and he advised



Chrysler 300



Bugatti

us that we could see the cars parked at the inn on the morning of April 26. We were there and had the opportunity to see some of the world's finest automobiles. One hellva show. Our own John Black helped manage a luncheon for these cars a few years ago and advised us of where to watch for them. We were very lucky to have lived in Italy for a number of years and lived one block from the route of the Mille Miglia during the mid 1980s. (Bugattis turn me on!) We will keep you informed of the upcoming California Milles.

Ask a question, get a million answers

From The AMC List

On July 14, 2005 Bill Dettman wrote: Can anyone tell me about how to keep a 401 running cool. Here's my issue: I have a '74 Matador X Coupe 401. The engine is a correct 1974 engine. I have had it apart twice. Both times, it wanted to run on the warm side at highway speeds. My Javelin 401 does not have this problem, but it does not have A/C either (yet), and the car is much lighter. At a constant cruise at 70, with the A/C on, the temp gage will slowly, but surely climb. I never let it overheat, but I can see that it could overheat if I did not pay attention to it. I have the following: 0.040" overbore with Sealed Power replacement pistons, RPM Air Gap intake, Phenolic carb spacer, 3-row brand new radiator, factory AMC heavy-duty 7-blade flex fan and NOS brand new shroud. Brand new valves, springs, etc, along with Comp cams XE262H cam kit (nice cam). Before I had it torn down this spring, I tried two thermostats - a 160 and 180. The 180 did better. I have another 160 in it now and will probably go back to the 180. I want to tow on the highway with this car, but I think it's not going to stay cool. Oh, I have one bottle of Water Wetter in the system now also. Last summer, going to Cordova, it was the same way - if I cruise slower it does better, but I still have to watch it. Ideally I want to tow my Jav on an open car trailer to Cordova. I've towed locally with no problems, but the highway speeds get it heated up. Long idling in hot weather is similar also, but not real bad. Any tips would be appreciated.

Answer #1: If it's not a cooling system problem (collapsing hose, spun water pump impeller, etc), it could well be not enough spark advance. A lot of people with 0.040" overbore 401s report overheating problems. But let's look at some other things: 1) Your engine was designed to run in the 171-242 degree range with a 195 degree thermostat (ref: 1973 TSM, <http://www.tocmp.com/manuals/AMC/1973/Service/Part1/Chapter2html/browser.htm>; see page 2-5). So you might not be overheating at all. 2) Are you relying on the factory gauge? Specs for the gauge: when needle is on the "C" temp = 130* (73 ohms), start of red line = 185* (28 ohms), end of line = 245* (13 ohms), "H" = 268* (9 ohms). So the center of the red line is ~215*. If you're going to the end of the red line it's still considered normal. The only way to check it is to run the engine until it's warm then shut it off, but leave the switch on. Pop the hood then check the gauge. When it reaches a spot you can easily see (like center of line, or one end of the line) pull the temp wire from the sending unit and use an ohm meter to measure the unit. Reading should be within 5% of values given above with temps. If it's original or you don't know how long it's been in there, replace the sending unit. 3) Does your fuel gauge read accurately? If it reads consistently low or high the voltage regulator on the back of the instrument cluster is bad or you have bad connections. The regulator operates both fuel and temp gauges, so a bad regulator or corroded power supply wire to the regulator will affect both gauges. 4) If you're using an aftermarket gauge do you have the correct sending unit? You need to match the gauge with the sending unit. Most Stewart Warner gauges use the same range as the AMC factory gauge, but check. Does the sending unit fit down into the water stream as far as the factory unit? Not far enough into the water can lead to higher or lower readings depending on location in the engine. Many aftermarket gauges use adapters that may not allow proper placement. 5) One way to cool the engine further is to use an external oil cooler. If you can, mount it AWAY from the radiator but where it can get plenty air flow. You can get a frame mount transmission cooler that will work just as well as an oil cooler from some hot rod shops. That will work very well, just don't mount close to the exhaust. Temp might go up a bit at idle, but will lower at speed -- which seems to be your problem. Consider a trans oil cooler also. High trans temps not only reduce trans life but can dump heat into the engine also. If you mount away from the radiator (such as under a fender) you might need to install a small electric fan on the cooler. A combo trans/engine oil cooler mounted in the

forward part of a fender with a thermostat controlled fan (or a toggle switch so you can turn it off in cold weather) should work well. But you might want to try the traditional in front of radiator mount first. If the trans is part of the problem that will mitigate it by cooling the trans first.

Answer #2: Put a timing light on the car, and 1) Suck on the hose to the distributor vacuum advance; timing should advance 15 - 20 degrees. 2) With the hose pulled off, rev the engine up to 2500 - 3000 rpm. Spark timing should advance about 15 - 20 degrees. If one of these doesn't happen you have a screwed up distributor. Retarded spark will kill power, and cause overheating and burn exhaust valves. I ruined a good engine this way, its easy to check for and eliminate.



Ask a question...continued

From The AMC List

Answer #3: You could route a small hose from the AC to the inlet on the air cleaner, or so it blows across the rad. That trick was told to me by a repair shop in Utah.

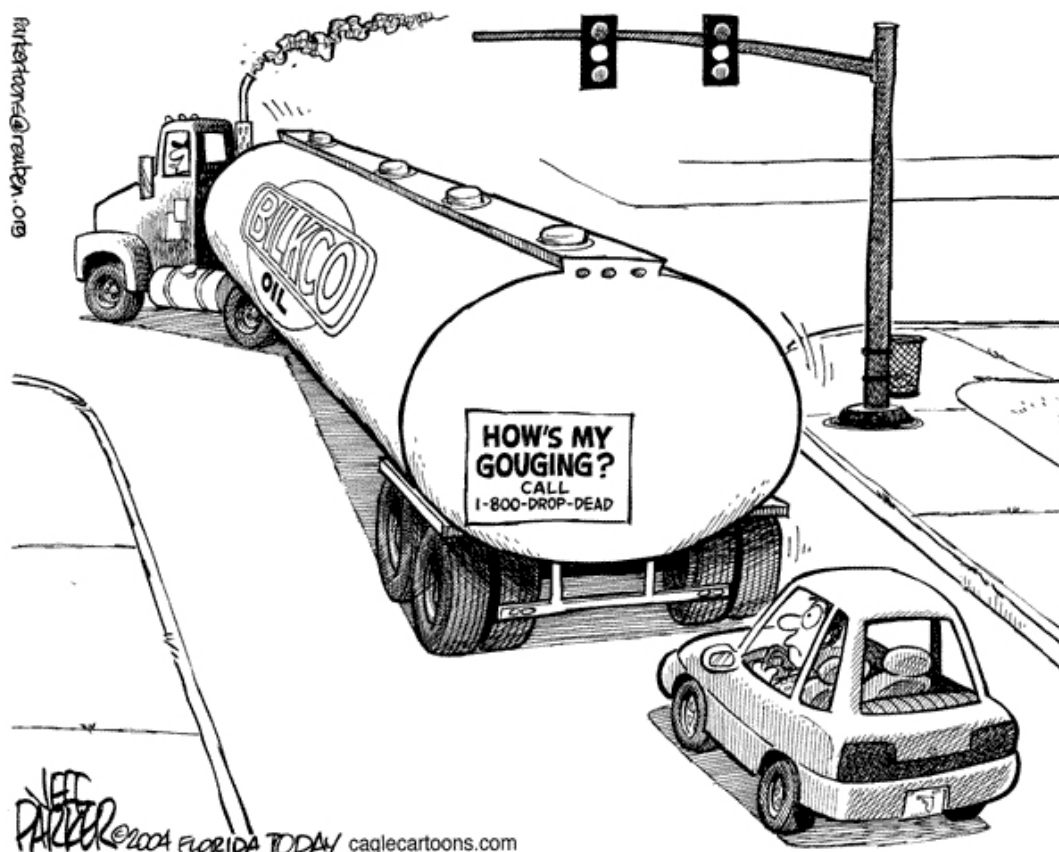
Answer #4: If you have a catalytic converter still, it could be clogging up. The extra backpressure will do that.

Answer #5: Try a 190 or 195 degree thermostat. It won't make the engine run any hotter as in reducing overheating, it just lets the engine get up to operating temp faster. I found out the hard way that too much antifreeze is a bad thing! I had about 60% AF and 40% water in my stroked six (4.0L, now 4.6L). It would run hotter than it should on warm days, and boiled over a couple times before I figured out the cause. 50-50 is max recommended unless in really cold climates -- I was on the Mississippi gulf coast -- really hot and humid in July and August! Drained and started over from scratch -- no more overheating even on 90+ degree, 85%+ humidity days.

Answer #6: I have a '71 Javelin with a 401 bored .030 over and was plagued with overheating problems as well. I tried everything from water wetter to drilling relief holes around the edge of the thermostat, to adding an extra core to the stock rad. Nothing helped, until I replaced the radiator with an aluminum cross-flow. Problem solved. Now when I go down the freeway my temp gauge sits on 165° (I gotta put that 180° thermostat back in!) even on the hottest of days. I bought an AFco radiator for \$200 and they come in all sizes/inlet-outlet orientations. All I had to do was fashion a couple J-style support brackets to mount it. Best money I ever spent! <http://www.stockcarproducts.com/afco1.htm>

Ask another question

From The AMC List



From Matt Haas: "It's been a couple of years since the car ran and it's making a nasty clicking sound in the valve train. I'm hoping that it's just trash in the lifters. Anyone have any suggestions for something I can dump in the engine to try and quite things down? The car has a 199 six with the early style shaft rockers and it looks like there's oil getting to the rockers."

Answer from Andrew Hay: Gunk brand motor flush. Take your oil down a quart, run until warm, add flush, idle ~15 minutes, change oil. The first time I used it I let the engine idle longer than 15 minutes, more like 30. The idle which I thought was good, increased slightly and smoothed out and a ticking lifter [sic] stopped. I couldn't dump the drain pan right away but when I did there was a metric buttload of sludge in the bottom. I was also advised

it would ruin my seals as hardened sludge was the only thing holding them together, but oil consumption went down afterward, from 1000 to 1500 miles/qt. This was on a '66 ex-AT&T fleet car with 199 and probably over 200,000 miles on the clock, in the early '80s.



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 Duely Chop Top		Graphic Art Vinyl Work
Bill & Connie Bartlett	66 Pontiac LeMans Convertible '64 Harley Davidson Servicar '60 Custom Ford Pickup	bordey@earthlink.net	
Dave Bartz	69-1/2 AMX Project (California "500 Special")	dbartz@pacbell.net	All About Classics
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
Tom Brockman	69 AMX (project car)	teb2@netzero.net	Mechanic
Alan & Kelly Cardin	66 American Rogue, '70 AMX	cardin@sonic.net	
Chad & Nancie Chadwick	'69 Mercury Cougar XR-7 69 Javelin	chadchadwick@mail.com	
Asif Chaudhri	'66 Buick Skylark Convertable 73 Javelin/AMX	asifnyc@comcast.net	
Dennett Colescott	'74 Javelin/AMX (Project) 51 Hudson Pacemaker '65 Marlin, '69 AMX Eagle Wagon		Custom Finishing
David Coyle	'72 Javelin	dcoyle@sonic.net	
Sue Davis & Butch	66 Marlin	susanqdavis@comcast.net	
Richard DeCroff	76 Pacer DL '75 Pacer Parts Car '35 Ford Flat head		President
Nolan & Grace Dehner	76 Pacer Standard '76 Pacer DL	pacer6113@comcast.net	Public Relations & Co-Events Co-ordinator
Mark & Terri Ehinger	73 Hornet Hatchback '73 Hornet X Hatchback	lahinge51@sbcglobal.net	Vice President
Mark Foehl	'69 Javelin		
Joe Fulton	73 Javelin (Driver) '80 Spirit (Driver) Many others.	piper_pa20@prodigy.net	
Tom Galli	69 Javelin '66 Bug '65 Mustang '69 Mangusta		Tech Advisor
Ross & Terrie Guistino	75 Gremlin X '73 Gremlin 304	rossq@sonic.net	Newsletter Editor Treasurer
Fred Hyre, Sr.	82 AMC Eagle 4x4 Wagon	flhyres@aol.com	Mechanical, Paint
Tony & Arlene Lazzarini	69 AMX, '70 AMX '68 SST Javelin	tlazzarini@earthlink.net	Tech Advisor
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	walt@grothmotors.com	Groth Motors Auto Sales (707) 546-3857
Aleta Stark	69 Javelin	starkallie@yahoo.com	



NorCal AMCs Car Club

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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.
- 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.—PIZZA NIGHT!
- Sunday September 18 - 2 p.m.—PICNIC!
- Thursday October 20 - 7 p.m.
- No meeting in November and December

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