



The Red Clay Rambler



Official Publication Of The Georgia Chapter Of The American Motors Owners Association

Volume 13 Number 1 February 2007

Valentine AMX in Museum... ...by Barb Valentine

Saturday, December 30th was a memorable day for Mel's 1969 AMX! The weather was beautiful with the sun shining brightly. Jeff Reeves had arranged to take Mel's big bad orange AMX up to the Floyd Garrett Museum in Sevierville, Tennessee - outside of Pigeon Forge, near Dollywood. Jeff Puras and Jeff Reeves arrived about 8am and had the car set up on Puras' trailer in no time at all! Dan arrived and the car's original wheels were put in the back of the truck.

Dan and I followed the trailer and enjoyed watching the sun, shine on the AMX and also enjoyed seeing many passersby turn and look at our regal car headed for it's new, temporary castle. We stopped for a delicious breakfast at Cracker Barrel in Dalton, GA, and came out to some admirers asking questions about the car.

Dan and I had no idea what to expect, but of course we knew that the museum would be nice. After following a long line of tourists into the area, we were pleasantly surprised by a huge museum with about 100 beautiful muscle cars of all kinds. Mr. Floyd Garrett, himself, came out and spent a lot of time with us and "met" the car, guided us in, and seemed pleased to have it in his museum. Dan and I could feel Mel smiling all day at the excitement involved in this trip and having his car honored at the museum.

Go see the AMX, and enjoy the lovely countryside and mountain area. If any readers get a chance - take the lovely ride up and make a visit to see all of the great cars. Thank you Jeff and Jeff for taking the time to make such a special trip - for the car and for all of my family.

Jeff's Ramblings... ... by Jeff Barfield

As I write this, my thermometer says it is 17 degrees outside. It is late January and Mother Nature has decided that we should have winter. This is no time to be thinking about cars, car clubs, and car shows, its too cold outside for that, or is it? In the past week, I have driven the Javelin to work, driven the Spirit to work and fixed several things on the Hornet. All of these cars have working heaters and there is no snow and ice on the ground so this is as good a time as any to be thinking about cars.

Speaking of thinking about cars, car clubs and car shows, it is time to start thinking seriously about our car show, even though it doesn't happen until October. At our February meeting I will be asking for volunteers to handle a variety of jobs, from working the registration table, parking cars, setting up the hospitality room, arranging for t-shirts and more. Be thinking about where you can best fit in and be ready to volunteer to help out. Because of some of the changes that we have made, there will be fewer jobs so we should all have more time to enjoy the show, while still having time to help out.

I'll see you at the Roadhouse Grill!

From the Pres...
...by Steve O'Neal

Karen and I wish to express to each of you how much we enjoyed having the Club Christmas Party at our home and hope you had a good time also. I hope Barb found her very own SS automated can for continued enjoyment.

Old Club Business, naw it was a Christmas celebration, business was sidestepped!

Since the last newsletter, Karen and I attended: The Street Legal Cruise in Loganville, Apple Festival Car Show (with Jim Graubard), Sonic Cruise (with Julie & Jerry Belk) and the Canton Car Show. They all had good turnouts and except for Jim, the Belk's and us almost no AMC representation.

FEBRUARY MEETING:

Next meeting is at the Roadhouse next to Sam's off I-85 & Clairemont, Sunday, Feb. 18th, at 2 pm. The parking lot is pretty large so bring your ride(s). Get er out, stretch the legs a little, it isn't a show and most of the dust will blow off on your way there.

Agenda:

- We will have a guest at our meeting at the Roadhouse. Chris Street with North Georgia Mopar Club will address our club for their upcoming show on Saturday April 28th with an invitation and space for our club to represent the AMC contingent and outline any assistance they need. There should be a flier attached in this newsletter.
- Regional AMO show on Saturday Oct 6^h update from Jeff Barfield.
- Summer is around the corner, what other club sponsored activities are of interest to club members?
- April meeting location?
- Upcoming car events?

Peach State Web Site Update...

www.peachstateamo.com

...by Ron Waters

I have recently completed some updates on the Peach State web site. The "Events" page and the "Links" page have been updated. I have also started to redo the "Member Car" page, and that is where I need your help. I need 3 pictures of each of your "AMC's" and a paragraph about it. You can email them to me at peachstate@classicone.com
If you do not have email give me a call at 770-413-9126.

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Club Membership Renewal...

... by Ron Waters – Membership Chairman

It's that time of year again. Club dues are due by March 31st. of each year. You will find a renewal membership form enclosed with this newsletter. Please take time to update your vehicle information. Any space that you do not have an answer for (such as email address) and you do not have one please write "none". Membership Forms and renewal forms are also on our web site for download. www.peachstateamo.com

Thanks... Ron Waters

Upcoming Meetings

February

For February we will be meeting at our regular day and time, Sunday February 18 at 2:00p, at the Roadhouse Grill on Clairmont Rd, just off of I-85. The club will supply a nice selection of appetizers and soft drinks. Anyone wanting to eat a meal or have an "adult beverage" will have to purchase that separately.

Directions: Take I-85 to Clairmont Rd and go west on Clairmont. Go one traffic light and turn in to Sam's Club. Go around to the right side of Sam's and Roadhouse Grill is in the same parking lot.

April

Our April meeting will be Sunday April 15, 2007 at 2:00pm. There will be light snacks and soft drinks and we will discuss club business including the regional.

Directions to Jeff's house at 394 Creek Crossing Ct. Grayson, GA

From I-285 take Hwy 78 east through Snellville. There will be a Pike Nurseries on your left, just past that will be Hwy 84, turn left. Follow Hwy 84 to the traffic light in beautiful downtown Grayson. Go straight through the light and the road name will change to Grayson-New Hope Rd. Go about one mile to the 4 way stop and turn right on Chandler Rd. Go about one more mile and turn right on Tribble Creek Dr. (Tribble Mill Creek Subdivision). Go to the 2nd street on the right and turn, then almost immediately take the first left on Creek Crossing Ct. Follow this road all the way back, the house is the last house on the left before entering the cul de sac.

From Lawrenceville, take Ga Hwy 20 into beautiful downtown Grayson. Turn left at the traffic light onto Grayson-New Hope Rd. Go about one mile to the 4 way stop and turn right on Chandler Rd. Go about one more mile and turn right on Tribble Creek Dr. (Tribble Mill Creek Subdivision). Go to the 2nd street on the right and turn, then almost immediately take the first left on Creek Crossing Ct. Follow this road all the way back, the house is the last house on the left before entering the cul de sac.

New Member...

Welcome aboard to Mac Kemp from Jasper, GA who joined Peach State Feb. 2007. Mac owns a 69 AMX with a 390, 4 speed he is currently restoring.

Bud's Road Rules...

The best procedure when you see an Ambulance approaching from the rear is to speed up so you can go around the cars that have pulled over.

Movie Car Update...

... by Jeff Barfield

I don't know how many of you went to see *We Are Marshall*, but if you didn't you missed a very good movie. The movie also had some very nice cars in it, one of which, however briefly it might have been, was mine. But you already knew that, didn't you? This was the Javelin's second foray into the world of the "big screen". The first time being just a background car, an extra, if you will. This time was its starring role as the main characters car. The Javelin was pumped and ready.

I have been to see the movie twice and I saw my car in 2 different scenes. First, and most prominently, my car was in the scene where Donald Dedmon (David Strathairn) the Marshall University president, is at the home of Jack Lengyel (Matthew McConaughey) interviewing him for the head coaching job. Jack steps out in the front yard playing with his young son who takes a hand off from dad and runs into a tree. My car is parked in the driveway behind them and you can see only the rear quarter panel for about 3 seconds, the camera pans away and then back and for another 3 seconds you can see the rear quarter and the back end of the car. In that scene the car is sporting a repro 1970 Ohio license plate (Jack Lengyel lived in Wooster Ohio at the time) and I have that license plate as a souvenir.

The other time that my car was almost seen, was when the coaches were doing some recruiting and were on a soccer field. If you look in the background, there are several cars parked along the road. The road sits lower than the field so all you can see is the roofline of about 5 cars. The second car from the left is the white roofline of a Javelin, so it must be my car.

I had actually watched them film a couple of times and had seen them film two other scenes involving my car that showcased it much better. The first showed Jack Lengyel getting out of the car at the stadium and another coach coming up and introducing the new kicker that he had found. The second scene was Jack Lengyel and Red Dawson (the assistant coach) riding down the road and the camera following the car to a sign that said welcome to Morgantown. I was also told that they had filmed some scenes, with those same two characters talking inside the car as they rode to Morgantown. Unfortunately all of these scenes ended up on the cutting room floor. I am still hoping that when the DVD comes out some of these things will be in the deleted scenes at least.

My car didn't show up nearly as much as I had hoped. This was its "big break" and it almost got shut out. Oh well, welcome to Hollywood! At least we still made star car money.

Upcoming AMC Events...

Landmark MOPAR Southern Classic – April 28, 2007

The North Georgia MOPAR Club will be hosting this show at the Atlanta Motor Speedway starting at 8:00am. All AMCs are invited to attend. Cost to enter your car is \$25.00 for preregistered cars and \$30.00 day of show. For more information contact Chris Street at 770 401-6542 or email 2007moparshow@mindspring.com.

There is a copy of the flyer attached to this newsletter.

15th Annual Orphan Vehicle Celebration At The Snellville Days Festival - May 5, 2007

Contact Rick Kamen - 404-288-8222

Flyer Attached

2007 AMO International Convention –Aurora CO July 5-7 2007

The 2007 AMO International Convention will be held in Aurora Co, a suburb of Denver. The entire show will be on the hotel grounds. The host hotel is the Radisson Hotel – Denver Southeast, reservations can be made by calling 800 333-3333 or call the hotel directly at 303 695-1700. Tell them that you are with the AMO convention to receive the special rate of \$79.00 per night. Thursday will feature a trip to Terry Gale's Rambler Ranch for a tour of over 400 Nash, Rambler and AMC products and much memorabilia as well. Friday is, of course, the swap meet and official club meetings and Saturday is the actual show. If you have never been, Denver is a beautiful city and well worth the trip. For further information contact Bob Kenworthy at 303 680-0139.

A Kenosha Homecoming - Kenosha, WI July 28th, 2007

Sponsored by - The Kenosha History Center.

Events Include:

1. Tuesday, July 24, 07 - Cruise-in at Wendy's 39th Ave. at 75th St.
2. Wednesday, July 25, 07 - Cruise-In at Andy's on Roosevelt Rd.
3. Thursday, July 26, 07 -Cruise-In at The Spot on Washington Rd.
4. Friday, July 26, 07 The Swap Meet begins!
5. NEW EVENT*** Friday, July 27, Parade of Nash/Rambler/AMC/Jeep/Hudson vehicles (Anyone with an AMC/Rambler/Nash/Jeffery/Jeep/Hudson/Renault may be in this large parade.) to Kennedy Park.
6. Saturday, July 28, 07 Car Show/Swap Meet at Kennedy Park
7. Tour the former AMC Test Track (MGA Research Proving Grounds) on Sunday July 29

We expect about 500 AMC vehicles and 100+ Nash/Rambler/AMC related vendors!

For more info contact: Kenosha History Center * 220 51st Place * Kenosha, WI 53140 Call 262-654-5770 ext 102 or Mike Spangler at mspangler@jefnet.com

2007 AMC Southeast Regional – Atlanta GA October 5-6

The Southeast Regional Homecoming will be held at the Hilton NE on Peachtree Industrial Blvd (the same hotel where we held the national in 2005). We will be keeping this event simple so that everyone can have a good time. We will not have a banquet or cruise-in, but we will be judging cars and have our Friday night hospitality room at the hotel. Everything will be held on hotel grounds.

You will find a flyer attached to this newsletter.

First Track Experience...

This is great! The track is Road America in WI

Gregg Baker (of Isaac LLC head & neck restraints fame)

Jeff Puras sent this to me and I enjoyed it so much I thought that I would share it here.

My first experience on a road course occurred when a friend who owned a Porsche invited me to tag along to a DE he was attending somewhere out in the sticks in Wisconsin. He was excited about his new track hobby and said I should try it. "Maybe I can get you a ride with my instructor during the lunch hour," he said. I played along but, after prior experience building engines for drag racers, wasn't too excited about getting in some six cylinder sports car for a ride around the woods. I mean really, what could be the thrill?

The lunch break came and I was introduced to my friend's instructor who offered me a ride. That was when things went south because this guy had been driving sports cars for so long he had grey hair, so not only was I stuck with a six cylinder ride, it was going to be aimed by this Old Geezer. It was too late to back out, but I'm hoping Gramps doesn't have a heart attack while we are on track.

The next stop is his car. It's one of those 911s and looks a bit old, but in good shape. He says it's stock, "...pretty much." I compliment him on the car, but can't figure out why he has four slicks on it. What's he thinking, a six-banger burnout? "Much better for cornering than street tires," he explains. Ah, of course. The cornering thing. I should have thought of that. He's smiling and I, being a car guy, start warming up to the car a bit. He tells me he hasn't done "much" to the motor, then begins rattling off a long list of brake upgrades, none of which I understand. I admit that the cornering thing makes sense, but what's the deal with the brakes? "You'll see," he says.

Finally he gets the cute little engine started and as we head out of the paddock he asks, "How fast do you want to go? We can start at 60% and work our way up once you're comfortable." That was when I made a big mistake in replying, "Just uncork it. I've been in race cars before and want to see what this will do." He thought this was a fine idea, and based on his grin was enjoying himself immensely.

He seemed to be cornering and braking very hard during the warm up lap. I was surprised the car could do that, but knew from my drag racing that warm rubber was sticky rubber. I guess that was his only option, since he didn't have much motor.

Coming onto the front straight he lets it loose. It's no 500CID V8 but it's pulling pretty hard, and at 6,000+ rpm "cute" is not the word that comes to mind. Snarl, maybe. We crest the hill, cross the start/finish line and I see T1 up ahead, where he is going to do the turn thing. I am convinced this will be interesting...

...I'm also convinced that he has had a coronary and I am next to die, because he should have braked way the hell back there—I mean waaaaay the hell back there. Even a drag chute can't save me now. I'm not worried about The Old Geezer because he's gone, off to road racer heaven while I, too young to die, am hurtling toward the Wisconsin forest at a frightening rate of speed in a vehicle being driven by a corpse. At least he looks content. He appears very calm in death and, from what I can see through the helmet opening, his smile reflects solace in life's last moments. I'd like to be able to tell his family that he died peacefully, but I'm will have no opportunity to do so given that I am about to expire in a most violent manner. Oh well, it was fun while it lasted.

Suddenly, Dead Guy stabs the brakes, drops the gears, turns in and is back on the throttle pulling lateral Gs I never thought possible. It's Alive!!!

Dead Guy: Well, the tires seem good.

Straight Line Boy: Huh?

Dead Guy: They are up to temp. We'll work the brakes in T5.

Straight Line Boy: T5?

Dead Guy: That's where all those brake parts come into play. After that we can let it loose.

Straight Line Boy: I thought we already let it loose!

Dead Guy: Nah, we haven't even had a full lap at speed. You're gonna love "The Kink".

TECH CORNER / TRIBULATIONS...

... by Steve O'Neal

Red Car Engine Crash:

The Red 69 AMX was the first one Karen & I bought. It is a decent survivor to driver quality with 1 older repaint, original interior, supposedly rebuilt motor and with some electrical problems (but that's yet another story of a previous owner/idiot). It had duals and even with a tune-up it was pathetic to the point I got under it and made sure the block didn't say 290. Karen wanted it to "sound" better, after all we just moved from a 454 Chevelle to the AMX so it seemed pretty tame. That's all the encouragement I needed so off I went. Bought a new cam, lifters, timing chain and gasket kit – all I needed right?

I pulled things apart to install the cam, which was pretty easy... then the project started to grow. The cam selected wasn't going to perform well with the old intake, and besides it was just plain ugly and heavy. So I ordered a new intake and carb. Then I decided it also needed headers for the new power, that's when I discovered the difference in newer dogleg heads which it didn't have. After not finding a decent set at a decent price, new alum heads were ordered along with roller tip rockers and pushrods. I got all this together and now it looked really nice (actually, all these pieces are just SBC set up with AMC spacing). The headers didn't fit their own heads without creasing #1 tube (I found out later they designed them on an employee's 69 AMX with dogleg iron heads and didn't bother to even check fit on their own production head. I am the cause of that re-design). Seems every part has its own story because they "just don't sell enough of them". I filled it up with oil and water and proceeded to the cam break-in process, yes with open headers. Well, that's when it ended, the noise started and I pulled the motor out and tore it down. Within those 20 minutes the result was 3 almost flat lobes, 10 more damaged, damaged crank & rod journals, wiped oil pump & cover and a surprise in my oil pan.

The pan had about 1/8 cup of rubbery grainy black junk in it that I later found out to most likely be the original valve seals. The stock oil pickup screen should have stopped these fairly large pieces. When I inspected the screen I found that the center of the screen had a grommet that normally rests on the metal plate sealing the 1/2" hole in it. What a stupid design but I won't go into that rant. Apparently I disturbed a pocket of this debris and when it hit the screen the suction from the pump lifted the screen exposing the large hole and passing this junk directly into the oil circuit, more than the filter could handle causing a successive set of failure actions while showing great oil pressure. This pickup also didn't have the little snap-in plastic piece that keeps the pickup from sucking flat against the pan stopping oil flow. I didn't find it either.

Lesson learned: Of all my past serious motor work, this was my 2nd in car; all the others were full overhauls and my 1st ever motor failure of any type. #1, I will never go this deep again without pulling the motor and at least inspecting the rest. #2, I will never-ever re-use a stock AMC pickup without a secondary fix. #3, while I can't blame the oil this time you read in the last newsletter the issue with the new EPA formulation and its impacts on flat tappet cam engines, so now I have to source the more expensive diesel engine oil.

The motor is back in the car, it runs scary great with more tribulations and another story (if anyone is about to buy Edel alum heads call me first!).

Swap Meet...

Send Your Swap Meet Listings (For Sale or Wanted) to Ron Waters

By email: peachstate@classicone.com

By Mail: 4857 Pine Hill Court West - Stone Mountain, GA 30088

For Sale...

- One pair of leftover, used tail light assemblies—housing and lenses for a '64 Rambler Classic. And 2 hub caps. Also the steering linkage as it came off the car, center link, tie rods, adjustable links, idler arm, rusty, was fairly new but the rubber boots need replacing. \$40 Thanks, Warren
Email: warrenworks@yahoo.com
- 1976 Hornet Sportabout A6A087A722981 258, Auto, AC, needs timing chain
- 1979 Concord Sedan Delivery A91087H182833 304 was rebuilt, hasn't run in 5 years, dogs chewed the wiring.
- 1979 Concord 4 door sedan A9A057H147860 complete V8 car, 304 Dana 20 rear axel, runs
For information on any of the above cars, please call Rita Allen 706 598-0304 or email at autumn2@bellsouth.net

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