



The Red Clay Rambler



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

Volume 26 Number 4 August 2010

FROM THE PRES

...by Jeff Puras

The dog days of summer are certainly here in the Southland. It is sort of hard to get too excited about attending a car show in a parking lot when the temperature of the pavement will be high enough to melt the soles of your shoes. Hopefully the AMO Nationals this year will have some cool weather. This all has me looking forward to the two big events coming up in the fall. The SE Regional in South Carolina in October and the South Carolina , Hilton Head event in November are must attend events this year.

The SE Regional event this year is being hosted by Carolina AMC in Easley , SC. This will be an easy event to attend for most of us in the greater ATL area to attend. Easley is just a couple hours up I 85. Peach State AMO needs to make a good showing to put the pressure on the SC club to attend our show in 2011!

The event in Hilton Head Island, SC. Taking place on Nov 6th is very special. After member James Graubard attended the Hilton Head Island Concours d'Elegance & Motoring Festival last year he managed to get our whole club invited to the Car Club Jamboree this year! Several members of our club are planning to attend. Participation is limited to 10 cars which Jim has corralled for the show. This is a very prestigious event to be a part of. The Car Club Jamboree is a special part of the event for car clubs only. Oh yeah, we'll be driving our 68 AMX down for the show instead of towing. The Barfields and us will be hanging together for mutual support.

We have attended two races this year with mixed results. The first one was a special IMSA-RS reunion event at Virginia International Raceway. Our performance was less that stellar. All I can say is...."I saw Elvis in turn 4" and tore up enough stuff that we loaded up the car on Friday morning and headed for home. That's racin'. The second race was here at Road Atlanta. It was the kick off for the new NASA-SE Vintage group. After all the repairs were finished after the previous almost race, the car was better that it had been in a long time. George Doughtie who worked tirelessly on the car in my shop with me noticed a couple of things that needed attention. We were able to correct a long standing brake issue and we even found about 50 missing horse power. The Road Atlanta race was a success. The car worked great and we managed a 2nd place in the Saturday race. On Sunday the high temps took a toll on several of the cars and we took another 2nd mostly be default. Due to scheduling the only other race we will be doing this year will be the Santa Toy Run in December at Road Atlanta. Quite a few club members attended last year and had a good time. If you ever wanted to see an actual AMC on the race track doing battle, this is your chance. This event is a benefit for Speedway Children's Charities. The gate fee is a new clean unwrapped toy for the kids. Put this one on your calendar.

Our next club meeting is an important one for our Club officer elections. So unless you want to be appointed to a post, you had better be there to stick up for yourself! See you there!

Peach State Officers

President
Jeff Puras
(678) 376-8901
amx@mindspring.com

Vice President
Newsletter
Website
Jim Graubard
(706) 276-1634
jsgcsg201@yahoo.com

Secretary
Newsletter
Karen O'Neal
(770) 638-9674
jeepangel@bellsouth.net

Membership
Chairman
Theresa Barfield
(770) 466-8463
jbarfield@comcast.net

Treasurer
Event Organizer
Jeff Barfield
(770) 466-8463
jbarfield@comcast.net

BLAST FROM THE PAST

...by Jeff Puras

While digging through a box of papers a little blast from the past was uncovered. It was a newsletter from a previous iteration of our club. The year was 1984 and we were called Georgia American Motors Collecting back then. There are quite a few familiar names on the masthead and thankfully many are still active in the club now. It was interesting to note that the up coming national convention was listed as "Kenosha-AMO/AMX Nationals". That's back when there was a separate national club for the 2 seat AMX and there were a few combined AMO/AMX club national conventions. The nationals were always held in Kenosha then because that was before the rotation of the location of the annual event started.

In the newsletter was a Tech Tip addressing the problems we were having in the early 80s when leaded gas and high octane were on the way out. It would be a few years before technology would catch up and solve the problems we were having at that time. There were several stop gap measures that bordered on shade tree and some systems supplied by major after market performance companies that used technology that had been in use since World War 2 and earlier. I wrote this Vintage article which tells the story of one attempt at getting better drivability in my 1968 AMX powered by a 390. The following article is for entertainment value only, if there is any, and is not to be taken as anything other than that. Don't forget...1984.

TECH TIP

By Jeff Puras

Vic Valveinhead, "Watcha gotinher?"

Bobby Bigblock, "12:1 popups, cam, the works!"

Vic Valveinhead, "Watkindagas yause?"

Bobby Big Block, "Pump!"

Vic Valveinhead, (smelling a rat) "Pump n'wot?"

Bobby Big Block, (knowing he's been caught) "Moroso 104+ and water injection, vapor injection and retarded timing on hot days, rejet every other day and I almost never drive it."

Vic Valveinhead, "I noticed."

The story is very familiar to me. At least the Hi compression and pump gas part is. Here I am, running around with stock compression, 10.2:1, and sounding like a GM oil burner on the way to another rebuild. Octane boosters and mixing fuels just didn't help that much. The time was ripe for a sure cure. The lower compression, but better flowing 360 cylinder head swap.

The swap is very straight forward. The only special parts needed are the step dowels. AMC part number 812 2492 of which four are needed and the change to dog leg port exhaust manifolds or headers. In the way of machine work, do a valve job on the new heads if you aren't sure of the condition of the heads. Don't shave the heads unless necessary. There is no sense in raising the compression even a little. The intake manifold bolt pattern for the four center bolts, two on each side of the carb is different from the 390 to the 360. To get around this I slotted the 390 intake manifold bolt holes with a rotary file in an electric drill. That way you can check your work as you go. I used the new intake pan gasket as a pattern. The gasket is slotted to fit either bolt pattern. This would also be a good time to check your carb choke heat tubes. Sometimes they burn through and the choke coil will not work properly. Even if the tube is ok you will probably need a new gasket for the plate.

The heads I used have the bridge type rocker pivot as opposed to the ball and stud type. I used the newer style and they work fine. The rest of the engine doesn't know what is on it anyway. For the actual installation, just follow the normal procedures.

As far as any performance changes caused by going to the lower compression, I didn't notice any. I changed my camshaft at the same time, so that might have clouded any performance change.

Fuel wise, I am able to use almost 100% leaded regular and it only takes a small percentage of unleaded premium to raise the octane enough to get rid of all pinging. My timing is set at about 2 degrees BTDC.

The stock setting of TDC would probably cure all the pinging, but my car seems to run a little better with the more advanced initial timing. With water injection, I am sure straight leaded regular would work fine to eliminate all ping and still run some advance. Watch this space for a report on the installation of a water injection system on a Hi-comp 390, 1969 AMX!

JIM'S RAMBLINGS

...by Jim Graubard

Well it is finally August!! Seems like my wife and I have been working toward this month for a long, long time. The American Motors Owners Association convention in Detroit is the main reason. This year we are going as vendors, selling embroidered shirts, hats, totes, etc. We have had these things hanging all over the place the past 8 months. We even had to have the embroidery machine serviced twice as it has done so much work. But now the truck is packed and I mean PACKED, between boxes of hats, shirts, denim jackets and the tables and other items there is no room at all. And that is after I have added a cap to the back of the truck as well. I am so looking forward to this event just so we can move some of these things and then when we get home just put them away until next year when we will vend at the big show in Kenosha. Every four years or so there is an AMC homecoming show in Kenosha, home of American Motors (and Jeff Puras). When we were there in 2007 they had 1,000 cars---all AMC *and cousins*. If you have never been it is an event and a venue you should consider in your car show future (especially to have breakfast at Franks, but that is another story). Now with only one week to go I better get the Javelin in shape to make the trip and the show. I was going to take the AMX as the Javelin went to St. Louis in 2009 but the AMX has its own busy schedule this year.

June 12th Chris and I took the AMX (named MAX, part of the wife's maiden name) up to Cincinnati to the Ault Park Concours D'elegance. It was a wonderful show, a world class venue and some world class cars as well. Ault Park is very elegant, a very botanical type garden setting and the show was very well run. Even the music was nice, classical music playing softly in the background no matter where you were in the park. There was also an art show at this event as well, many of the top automotive artists were in attendance, David Snyder was one and some of you are familiar with his AMC works. I know Karen, George, Jeff P and I have at least one of his works hanging in our gallery. In the performance class, which my AMX was in, the best of class went to a beautiful 1964 GTO and the AMX received an "Award of Distinction". I dodged a bullet at the show; my truck and trailer were parked on the circle road that went around the park. About 100 feet behind it and a bit uphill was an enclosed trailer that had been unhooked and was by itself. For some reason it started to roll directly toward my trailer and only the intervention of some of the show staff at the last moment saved me, they were able to push it into the grass off to the right of the road, just 5 feet from my trailer.

Those of you who will be going to Hilton Head as part of our car club display in November are in for a real treat. Next up for the AMX will be the Louisville Concours D'Elegance show at Churchill Downs October 3rd.

Registration is now open for the Southeast Regional show being held in South Carolina on October 9th. This is just a mere 2 hours away from most of you and we really need to show our support for the Carolina club and AMC. Vendor area at this show is free so it is a good place for you're to bring some parts out and sell them as well. We will be hosting the show next year so let's get out in force this year so the Carolina club can reciprocate in kind next year. You can find the event registration information on our web site on the upcoming show page.

Club meeting this month will be held on the 22nd at the Delkwood Grill in Marietta, just east of I-75 near 285. Their web site with directions can be seen on our web site. This is our election meeting, you may want to be there to either run for office or to make sure you are not elected in absentia. Being this is a special meeting the club will be paying for lunch for all members.

DOUG'S RAMBLINGS

...by Doug Noland (first published October 23, 2005)

Back in the 1950's and probably way before that there was a state park in Daytona Beach named Tomoka State Park. It had a dancing balls of light phenomenon that was locally famous. There were many newspaper articles about it and several people were killed chasing that light. When I used to go to Daytona on spring break we would get together with a local guy there named Daryl and go to the park late at night and entice the light to come out and play with us. You had to show it that you were there for it as it wouldn't come out for just anyone. I will give you a short story of our most memorable night interacting with the light. Also it was never explained as to what it was. We would drive through a subdivision to the entrance to the park. The entrance was a large brick archway. When you drove through this arch you entered a different world. The road inside the entrance became a three mile long straightaway that was covered with large trees and a heavy layer of Spanish moss. You could not see the sky at all even in the daytime! It was a large dark, spooky tunnel into another world. To me a world of supernatural. You would drive in and go about a hundred yards into it and pull over on the side of the road which was an old two lane blacktop. Turn your motor off and leave your parking lights on. I had my father's 56 Ford station wagon that would run 120 mph. Had he known what we were doing he would have killed me! There was usually six or seven of us. Sometimes the light would not come out but the more you tried the more it would come out as if it had grown to know you and trust you. This night we were sitting waiting and it came out. As usual it was at the other end of the straightaway. The light would appear as a burning ball of orange but then would split into a red ball of fire, a green ball of fire and a yellow ball of fire in a triangular formation then would go back into a single ball of fire then back into the triangular formation and do this over and over like it was playing with you. Most nights we would crank the engine and take off towards it at a high rate of speed or better put as fast as that station wagon would go! Usually it would remain splitting into three and back into one and just as we had to hit the brakes to get stopped it would blink off and reappear at the other end of the straightaway from where we had come and be dancing and teasing us. How it traveled three miles in the blink of an eye was amazing. And we would do this over and over trying to catch it but could never get close until this night that I will tell you about. As we were approaching midway down the straightaway at about 120 mph when the light in its single orange ball of flames started coming towards us as if it was to hit us head on! I'm sure this is how it killed people as it would have run most people off the road and into a tree (the usual way they were killed according to the newspaper articles that Daryl had shown us) but I didn't flinch and drove straight ahead as if to collide with it (don't ask me why, probably the beer). All the guys in the car were screaming and got down into the floorboard! the instant we should have hit it disappeared and reappeared on our tail chasing us at 120 mph!! It was about two feet from the tailgate! The guys were really screaming now! I was scared to death and it came up beside the car and ran along beside us for a short time and it was about two feet from my shoulder. I had sunk down in the seat and could barely see to drive. It looked like a small basketball size sun! Just roaring with fire and very bright!! and then it flashed down the road to the end of the straightaway in the blink of an eye and started the one into three and back into one dance that it normally did and as we approached the end of the straightaway it blinked off and then back on at the far end dancing away as if it was ecstatic that it had put the fear of god into us! I truly believe that it meant to kill us as it had done many times before. I assume it was tired of playing with us as we had gone there many times and played with it but not like that night! The next night when we went there we could not get it to come out and were traveling at a high rate of speed back towards the gate. As we exited the park the Florida State Patrol was at the entrance. He stopped us and told us to never come back there as he had observed us speeding towards him and said that too many people had been killed chasing the light and that this tractor trailer truck (there was a large white tractor trailer there on the side of the road outside of the gate) was there with scientific equipment in it and that some scientists were going to try to find out what it was but I was told by Daryl that the light never came out again and I guess it never has. This happened in 1960. I will swear on a stack of bibles that this happened just as I described and I have a best friend who was with me that night who will tell you the same story!!

DOUG BAKER'S SHOW AND TELL

My AWESOME Sister-In-Law made this great apron and mug for me!



UPCOMING MEETINGS & EVENTS...

Peach State AMO Meeting - August 22 - 2:00

Delkwood Grill
2769 Delk Road Southeast
Marietta, GA 30067-6204
(770) 956-1313
delkwoodgrill.net

THIS IS AN ELECTION MEETING. Officers needed for Vice President, Secretary and Newsletter Editor.

Charlotte Autofair - August 26th-29th

This is one of the best car events in the southeast!

<http://www.charlotte-autofair.com/>

AMO Regional - October 9th - Easley, SC

WELCOME TO THE AMO REGIONAL...SOUTHERN STYLE!

Carolina AMC is excited to host the 2010 Southeast Regional this year. We will join together with all of our friends at Peach State AMO and First Coast AMO to bring the largest all-AMC show in the Southeast to Easley, South Carolina on Saturday, October 9th.

If you own an AMC, we invite you to join us for this great day of all-AMC family fun. If you have an AMC you want to sell, or AMC parts you would like to sell, bring them to our 'Swap Meet'.

Our host hotel is the Hampton Inn at Easley, right next to our host sponsor Golden Corral. Easley is very easy to access right off I-85. Easley is located within minutes of Greenville, South Carolina.

We look forward to seeing you in October!

<http://www.carolinaamc.com/index.php/2010-amo-southeast-regional/>

FOR SALE

Doug Baker for Linda Sears

I have been trying to sell Doug's car for Linda. I have posted it on the AMC Forum with no takers. This is the last chance for offers to the public. If no one wants it she will sell it to a relative. The car is at Jeff Puras' house. Buy this car, take it to Detroit next week and triple your money!!!!!!! MAKE AN OFFER!!!!!!!!!!!!!!!!!!!! I have pictures if anyone needs them (email me at drxbaker@bellsouth.net).

1960 Rambler Classic
Cross Country Super
195.6 Automatic
45,198 miles showing on the odometer
Radio delete and no A/C
Harvard Gray

The car was pulled out of a storage shed where it had been stored since 1983 and delivered to Georgia . This is actually a two owner car. It was purchased from the family of the original owner.

Since the car came to Georgia :

The engine was removed and partially disassembled. The head had a valve job done to it. The short block if from a donor car because the original block was cracked. The engine runs fine. There is a rear main oil leak that will have to be repaired since unknown to us, the person who assembled the long block neglected to install a new rear main seal.

A replacement carburetor was sourced and rebuilt. The original was beyond repair.

The radiator was repaired and is like new and all new hoses installed.

The generator was overhauled.

The fuel tank was reconditioned inside and out. A new fuel gauge sending unit was installed and the gauge works. The sending unit still needs a ground wire installed. The fuel filler hose was repaired but still has a leak.

4 used serviceable tires have been installed and the wheels painted.

The transmission seems to work. The car hasn't been driven on the road to test it, but the car will move under its own power.

The car needs brake work.

New with the car but not installed:

Master cylinder

The 3 flex lines

Both front wheel cylinders

Both rear wheel cylinders

The brake shoes and hardware look good. The car does need most of the metal brake lines made for it since they are rusty. The car needs an exhaust system. It appears the car was heavily undercoated when new so underside corrosion problems are not unmanageable. There is very little exterior rust. The only body damage is to the right rear quarter panel and bumper.

The front seat needs to be repaired but other than that the interior is very sound.

It is my opinion that after the brake work is accomplished and an exhaust installed the car will be drivable.

PARTS FOR SALE

Contact Jeff Reeves for any of the items listed below: 404-433-0148 or via email javelinjethro@yahoo.com

- For 1968-70 AMX/Javelin: Ford 9-inch rear end that has been modified to be a direct drop-in fit. Something around a 3.00 ratio, "open" rear end. Leaf springs and traction bars are included. Has 31-spline axle shafts. No brake drums included. \$125
- 1978 Concord wagon parts car. Was 258/auto/AC/PS, engine/trans gone. Dark brown metallic with wood grain. Has very nice tan leatherette seats and door panels. Must have been a semi-special edition as it came equipped with a Barcelona hood ornament and Barcelona B-pillar emblems. Still has front disc brakes in place. Rust free body, although this car did donate small patch panels of the lower rear quarters to the Three Jeffs Hornet. Taillight lenses are gone. Steering column gone. I will GIVE this car to anyone who will go get it. It is located in Eufaula, AL, which is about 50 miles south of Columbus, GA. Bill of sale only, no title.
- 1972 Matador sedan. Could be resto candidate, but probably best as a parts car--if not for the rust issues would be a good candidate for an 'Adam-12' tribute car! Has a 360 2V that ran quite sweetly when I drove the car to where it sits back around 1997 or so. Has rust in RR quarter and under vinyl top. Had light engine fire that damaged some wiring under hood, but I drove it this way for over a month when I first got it. Aztec Copper metallic with brown vinyl roof. Has sort of a tan bench interior. It has two new upper ball joints that might have 100 miles on them. Brakes are shot. 727 Transmission works well when full of fluid, but the shifter shaft seal is bad and it simply pours fluid when parked. Has a nice front clip and all four doors are good, rear bumper is pretty nice, trunk lid and the taillights are too. The 67-68 vintage AM/FM radio currently installed is NOT included with the Matador and will be removed prior to sale-- a suitable factory AM radio will be included if you want it. This car also located in Eufaula, AL and must be retrieved from there. Bill of sale, no title. \$250 firm.
- Good solid RH fender to fit 1973-77 Hornet. \$50
- Grille and headlight bezels for 1970 Ambassador--FREE
- 1978 Concord grille--if whoever wants the parts wagon wants it, it's free, otherwise it's free... :)
- 1979-83 Concord/Spirit front shiny aluminum bumper with bumper guards and bumper ends. Pretty decent bumper, would be great on a driver. \$20
- Nice big readable Sun tach/dwell machine with all the various cords. Appears to work well. Would look great as part of a garage display of vintage tools & equipment. \$25 firm

Aluminum Radiators for AMC's
Custom Made - Show Quality
Downflow Design
See at www.customaluminumradiators.com
Price - \$650.00 plus shipping.
Transcooler is extra

Peach State AMO
2629 Summerfield Way
Lawrenceville, GA 30044