



The Red Clay Rambler



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

Volume 22 Number 6 December 2009

FROM THE PRES

...by Jeff Puras

Geneva and I had a great time last month racing at Carolina Motorsports Park in Kershaw, SC. We were lucky enough to score a second place in class in the Saturday race and a win on Sunday. The Spirit ran well needing very little attention all weekend. The weather was unbelievable to boot. About the only real maintenance the car needed was a repair to the shifter. Well, calling it a repair would be a stretch. I noticed during qualifying I couldn't get the transmission in second gear at times. I finally figured out that the reverse lock out mechanism was causing the problem. If I pulled up on the 'T' handle I could shift normally. That is especially a little hard to do at speed. Steer, shift, and pull up on the 'T' handle. Help came in the form of a bungee and some Gorilla Tape. Both are necessary items in the racer's bag of tricks.

Our next race is the Santa Toy Run at Road Atlanta December 4, 5, and 6. The event is a fund raiser for Speedway Children's Charities. Admission is a new unwrapped \$10 or \$20 toy that will go to needy children in the Atlanta area. The race on Saturday will be our normal points race but the Sunday race will be a fun race for all competitors. Last year over 70 cars took to the track for the race. It is a great event to watch and everybody is invited. Road Atlanta has many good viewing areas that can be reached by driving in your car. Your admission to the track allows full access to the infield and pit areas. If the weather is cool you will be able to sit in your car and still be able to see the racing action.

We're looking forward to having a nice turnout for the club Christmas party. Jim's wonderful creations and the ornament exchange make for a great time! There is also a good chance that Santa might even make an appearance! Be careful out there and see you soon!

**NASA-SE is hosting the 2nd annual "Santa's Toy Run" benefiting organizations supported by The Speedway Children's Charities
December 4th through 6th at Road Atlanta in Braselton, GA**



**Exchange a toy or gift card for an all access pass to watch the Races, Car Show or Concert
Event to be held Rain or Shine**

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CHRISTMAS HOLIDAY PARTY - DECEMBER 12, 2009

To be held at the home of Jeff & Geneva Puras:

423 Four Seasons Court
Dacula, GA 30019
(678) 376-8901 (Home)

Plan to arrive between 5-5:30 and we will eat around 6:00

We are excited that our annual Christmas Party will be held at Jeff's & Geneva 's this year. Time to start thinking about that favorite dish you will share, the ornament you will bring and the one you will try to steal! If you've never been to one of our parties, try to make it this year as we always have a great time. You also really need to see the awesome creations Jim makes every year. His ornaments always make me feel like a little kid again. Plug the address into Mapquest or your GPS or give Jeff or Geneva a call if you need more information.

Since they are so busy decorating I have volunteered to handle the RSVPs and organize the side dishes everyone will bring. Please email or give me a call and tell me what you will bring or I'll be happy to make suggestions of what is needed closer to the date of the party.

PLEASE RSVP TO KAREN O'NEAL
red1969amx@yahoo.com
(770) 638-9674

FUEL INJECTION **...by George Doughtie - Team AMX**

I had basic fuel injection knowledge as a BMW mechanic since BMW went to electronic Bosch units in 1975. In 1994 I installed one of the first MOPAR/Jeep throttle body units on my 1987 Eagle wagon with a 258. It was not a very well set up unit and had numerous driveability problems. After talking to MOPAR Performance, they could not solve anything on calibrating the unit with the Electromotive brain and gave me the phone number to the engineering emissions lab. A former Ramchargers member ran the lab and after a lengthy conversation, he decided to send me a disc with the programs on it as long as I would send him the calibrations that Ron Waters/WSC and I came up with because they were having other complaints about the unit. Ron Waters, Jeff Puras and I drove my Eagle for three hours with a laptop hooked up to it and came up with a perfect program for all driving conditions and concluded that the increase in power was like driving a 4.0L Cherokee. Success at last. In 1996, MOPAR came up with a multiport fuel injection for 258 engines and the throttle body system was gone. I have been road racing and street driving my 1979 Spirit GT since 1991. After engine failure in 2000, I built a more powerful 401 and participated in the 2003 Car Craft Real Street Eliminator contest with five other cars at the Year One event in Bristol, TN. We were given free chassis dyno time as participants and my 750 Holley double pumper was way too lean. After re-jetting and dyno tuning, track performance was good but street driving was terrible. Over the past four years I seldom drove my Spirit because the fun was gone. The Edelbrock multiport fuel injection looked very good, but it was \$3300 and with the slow economy I could not afford it. Then "Fast EZ-EFI" came on the scene and when it was finally available in late October, I bought one from Summit for \$1900 (as they will price match any ad). This unit is a four-barrel progressive throttle body that bolts to any intake manifold that will take a Holley or large Carter/Edelbrock carb. Everything needed for installation is included in the master kit and easy to follow instructions were provided. The computer will adjust to your engine with the included wide band O2 sensor and a hand held basic programmer. Now my 401 cranks with just a turn of the ignition key and idles smoothly at 1200 rpm (remember the HOT cam?) and is a pleasure to drive again. My next step is to hit the chassis dyno soon and I will report the new numbers in a later issue.

JIM'S RAMBLINGS

...by Jim Graubard

Burrrrr, it is cold tonight, heck anything below 43 is cold to me!! And boy to I hate daylight savings time as well. Seems during the "lighter" months I go out to my man cave (the AMC garage) for a couple of hours after dinner but now that it is dark I really have no desire to. Not sure if it is a combination of temperature and darkness or the fact that there is nothing on the horizon to get the cars ready for. Just the other day while it was nice and sunny I took the Javelin out for a short spin and 125 miles later came back home. We need to take in as much decent warm weather as possible before we hunker down for the winter. And winter time means that while the cars may not see as much driving as they do during the "season" they take on a different role, to me at least. Take certain things apart, fix this, change that, quite a few things that I have been putting off these past few months as I was getting ready for some big shows like Hilton Head (see my story elsewhere in the newsletter) and the AMO SE Regional show in Ocala.

The end of October saw me towing my Javelin down to Hilton Head along with David Campbell who had my AMX aboard his trailer. After the show I returned home but 4 days later I had to drive back down about 2 hours south of where that show was to pick up the AMX which David was keeping for me at his home on St. Simons Island. From there it was another 4 hours down to Ocala to the Garlits drag racing museum for the AMO show. And what a show day it was, with over 45 AMC vehicles along with hundreds of Mopars on display. Couple that with the Garlits museum and there was plenty to take in on this day. Club members Louie & Carol Lanthrip brought their one of one custom 1971 Javelin AMX to wow the crowd, winning 1st place peoples choice AMC. Doug Baker took 2nd with his Rambler American 440 wagon. At the awards dinner that evening club members were rewarded once again. Doug Noland with a Gold for his '70 AMX, the Lanthrips with a Gold for their Javelin and a silver went to both Doug Baker with his Rambler and Steve Abercrombie for his AMX. My AMX finished it's dreamlike week on this day, after winning a Concours award at Hilton Head it also won a Gold at the AMO show and was named First Coast AMC Choice award winner as well.

The Sunday Mopar show Doug Baker winning first place AMC/Rambler class giving him 3 awards to haul home from this 2 day show. After this long, long week I chose to head home on Sunday but now I wished I had stayed to take in more of those great cars. I was a bit disappointed that there was only one AMC vendor there, me selling my shirts. On the other hand I was drooling over what seemed to be hundreds of Mopar vendors with all their cool stuff, boy do they have it easy when it comes to restoration will all of those parts to be had.

The Bling

Doug Baker had a great weekend wining a Silver Award from First Coast AMO, 2nd Place Participant's Choice from the FL Mopar Association and 1st Place AMC/Rambler Class from FMA



On the horizon will be the holiday party, this year to be held at the home of Jeff & Geneva Puras as the O'Neal Christmas wonderland is under repairs due to flooding. From what I hear Geneva has had Jeff jumping with decorations getting their house ready for the holidays. Maybe Jeff should hire Karen out part

time as she maybe frustrated with not being able to decorate as much as she normally does while her home is under repair. If you have been to their house for one of our parties you know what I mean. And, as always, the ornament exchange will take place which seems to be getting better and better each year. What surprises will be under the tree this year, you will have to show up to find out.

Club dues, which were waived for 2009 will be due by March of 2010, there is a renewal form attached to this newsletter. Please take the time to complete it and send it in with your payment, we would like to update our records at this time.

Also here you will find my request, no my plea, to accept an invitation in the spring that should be made to us to have a club display at the 2010 Hilton Head show at what they call their Car Club Jamboree.

HILTON HEAD CONCOURS D'ELEGANCE SHOW 2009 **...by Jim Graubard**

During the AMO nationals in St. Louis I had received an e-mail from the Hilton Head Concours d'Elegance selection committee notifying me that my car had been selected for this year's show. Well you can imagine how thrilled I was but it was not until a few days later when I got home that I was really taken back. Upon return home I opened the official invitation I had received in the mail and was stunned to find they had invited both my 1968 AMX and my 1972 Javelin AMX.

I then had a perplexing problem, how to get both cars down there for the show. But quickly after I had posted my dilemma on an AMC forum fellow Peach State AMO member David Campbell contacted me and volunteered to bring one of my cars down to the show for me. Now began the thought of preparing both cars for such an important showing. I wanted to make sure that AMC made an impression on those in attendance. I had to send the Javelin off to the shop to take care of some minor paint issues (one can cause a lot of problems with a little 2000 grit sandpaper I found out). After six weeks in the shop it came back looking great. Over the next month I did other minor tweaking to iron out any minor problems I had with the cars.

Show day arrived and I drove both cars onto the field and parked them in their pre-designated spots at 7:30am. The staff of the show then placed a plaque in front of each car with information that had been written by me about a year earlier on the cars, history of each, design information and so forth. Judging commenced at 8:30am with a team of two judges per class and this left me very little time to shine up the cars. At this point my wife jumped in and finished cleaning up the AMX for me. The AMX had been placed in the American Performance class while the Javelin AMX was in the Pony car class, this was solely at the discretion of the selection committee. After introducing themselves the judges had you run all aspects of the car such as engine, lights, etc. They inspected every part of the car, top to bottom, inside and out. I was also interviewed as to condition, restoration, originality, history of the car, what is original, replaced, etc. In all the shows I have ever attended I have never had judges be so exact and thorough.

After having the AMX judged I literally had to run over to the Javelin to meet with that set of judges and go through the same routine. Some of the questions turned to the Javelin's design, spoilers, etc. and it's connection to race car driver Mark Donahue and his contribution to the design of the car. At this point I was very impressed with the judges and their knowledge of AMC products and history.

After the judges left it was time to sit back and take in all the impressive cars that had been massed onto the show field. There were about 160 cars and 18 motorcycles included in the concours show. From a 1912 Pierce-Arrow, a 1935 Mercedes-Benz 500k (which was a work of art after a 1.5 million dollar restoration) to a 1969 Iso Grifo. Many cars I have never seen nor even knew about till this day arrived. These show cars were the main event along with special displays on what they called the motoring festival. There were many displays of unique cars and trucks, this year's theme was "life on the road" with campers from the 30's such as a 1936 Curtis Aero trailer with a 1938 custom International Truck that had been driven down from Canada. There was a rare Tucker on display as well as countless other special cars. The main sponsors of the show were companies such as BMW, Mercedes-Benz, Jaguar, Porsche and Rolls Royce. These companies had cars on hand for you to test drive if you wanted to, I did take out a couple of AMG Mercedes for a spin.

Around noon time I was walking over to my AMX and I stopped and stared at it. Hanging on the antenna was a green prize ribbon. I had just learned that my AMX had been awarded the Hilton Head Palmetto award, I was thrilled. Especially so because there was a '69 AMX in the same class that had just come from a professional restoration shop, in fact it was owned by the owner of the shop and was an outstanding car. Best in class in the American Performance class went to a 1970 Ford Torino that was as perfect as a car can be. I quickly rushed my wife over to the AMX for her to see what I was so excited about. Soon after that we were relaxing near the Javelin when those judges came around. They first hung the Best of Show ribbon on a 1964 hand built pre-production Mustang which I would have chosen also. But then they turned and headed over to the Javelin and it also earned the Palmetto award in it's class. I certainly never envisioned winning any award at this type of show let alone two. It turned out the judges were indeed looking at the whole car, it's elegance, design and history. With this type of criteria AMC, for once, had an edge on the Mustangs, Camaros, Buicks and Thunderbirds they were competing with on this day.

It was a great pleasure to learn the cars had earned awards so early, the spectators (around 10,000) were able to see which cars were winners. About 4pm they had all the winning vehicles drive up to the main area for the awards presentation which consisted of an interview and acceptance of a glass engraved trophy. Being my AMX was in class 6A and the Javelin in 6B meant they were driven up with just one car in between. My wife, Christina, took the wheel of the AMX and drove up to accept it's award. We did not know about this in advance and never expecting to win did not plan, so when they started to ask her questions about the car she had to fumble for answers but she did a great job.

This type of show is something all car owners should experience even if only as a spectator and with such wonderful cars spanning the entire history of the automobile it is truly a treat. The staff of the show was outstanding, helpful and friendly. My wife and I are making plans already to go back to next years show to take in all it has to offer. While we tried to do that this year having two cars to attend to was always on my mind, so next year will be even more enjoyable.

PSAMO-RISE TO THE CHALLENGE **...by Jim Graubard**

After my recent experience with the Hilton Head Concours d'Elegance I contacted them and inquired what it would take to have a club invited to compete in their Saturday show called the Car Club Jamboree. This is the response I got from the person who handles that show.

James,

Paul Doerring forwarded me your email asking about being in next year's Jamboree. The short answer is "You bet". We are always looking out for new clubs to participate. The main difference between Sat & Sun is that we invite Clubs to come and they select their cars while on Sunday the cars get invited. Most Sat. invites are for 10-15 cars and then people let us know how many would like to come. We generally do not look for individual cars for Sat. but Concours participants are always welcome (we park you with another club for the day). The AACA from Asheville who attended on Sat. started out the same way you are asking. A Palmetto Award winner from last year asked about the CCJ and they brought 8 great cars this year. I will add you to the list of invites for next year (so you can start recruiting now). That process usually starts about May/June, so look for an email from us then.

We are looking forward to having an AMC Club at the event. Thanks for asking.

Bill Schmitt

PS: Congratulations on those two Palmetto Awards. Many people were drooling over those cars.

This year they had a Mercedes club, British Sports Car club, the National Corvette Club, Mini-Cooper club and so on. I think this is a wonderful opportunity to have our orphaned AMCs on the same playing field with some excellent cars. I also feel that we cannot afford to pass this up, perhaps if we turn this down

AMC may never get invited again!! Knowing that I may not be able to generate the numbers (10-15 cars) through our own club I am also in contact with First Coast AMC in Florida to have some of their members join us. Show date is the first Saturday in November, 2010 which I think is the 6th but they have not posted the date on the web site as of yet. Oh, and they do give out many awards on the Saturday show as well.

So what do you say Peach State AMO members, would you like to show the world your cars? Would you like to attend a world class event? The Hilton Head Concours d'Elegance show is considered one of the top 4 Concours d'Elegance shows, along with Pebble Beach, Amelia Island and Meadow Brook. The Sunday Concours show is something you will definitely want to see as well and the club officers are going to discuss the possibility of paying for the tickets to Sunday's show, two tickets per car in attendance at the Car Club Jamboree for PSAMO members. We will have more on this at the December meeting/holiday party. I do want to get anyone interested to commit soon so I can start to plan our involvement. Heck, we can also shoot for the outstanding car club award.

To see more on the Hilton Head show you can check out their web site at:
<http://www.hhiconcours.com/index.php>

KEEP YOUR COOL **...by Jeff Reeves**

Okay, all you AMC-ophiles, winter is coming (or is already here for some of us), and it's time to make sure your AMC is ready to weather the season.

Probably one of the most important things to do with your car to prep it for the cold months ahead is to ensure that the coolant is up to snuff. That mysterious, smelly green fluid not only helps keep your car running cool, it prevents the engine from freezing in really cold weather. But, it only does its job if it's mixed properly. If it's too diluted, it won't protect your engine from freezing.

I'll take this opportunity to give you a primer on cooling system maintenance.

A coolant flush-and-fill would probably be a good idea for most of us, as the cooling system seldom gets much maintenance until it gives problems. This is a procedure that requires only moderate mechanical skills, so you weekend warriors can handle this easily.

First, do a thorough visual inspection of your cooling system parts under hood. Inspect all the radiator and heater hoses for unusual bulges or soft spots. Either could indicate impending hose failure. Also, your hoses should be pliable and flex easily. If the hoses "crunch" when you squeeze or move them, it's time to replace them. Three-to-five years is a reasonable life span for most coolant hoses and they should be replaced accordingly.

Inspect the radiator core and tanks for leaks. This commonly will show up as wet spots, green fluid, or bluish-green corrosion. Any of these indicate leakage and the radiator should be repaired or replaced.

In most all cars, it's impossible to inspect the heater core without major disassembly of dash or heater components. Usually you just have to deal with a bad heater core when it starts leaking into the floorboard or you constantly smell coolant inside the car.

The water pump should be dry as well. If it shows leakage or it wobbles when the car is running or it makes strange noises, replace it.

Servicing the cooling system provides an optimal time to replace the thermostat. While yours might be perfectly functional, this is a very easy part to replace and is generally very inexpensive. This might help head off a future problem if you replace it beforehand.

If your system has been functioning well and passes all the visual checks, you probably just need to flush and fill it. Here is a procedure for that:

1. Buy some fresh antifreeze coolant. The standard green ethylene glycol is all you need for vintage AMCs. The orangey red coolant is designed for newer models with extensive aluminum components in the engine.
2. Buy a bottle of cooling system flush. There are a variety of brands, I like either Peak or Prestone but store brands are fine too.
3. Open the petcock on the bottom of the radiator and allow the old coolant to drain into a catch pan. Allow the entire system to drain into the catch pan. Collect this fluid and take it to a local recycler. This stuff is environmentally harmful, so please don't dump it out.
4. Using a garden hose, run clean water through the system until the water coming out looks clear. I usually remove one of the heater hoses and use this as an access point to insert the garden hose since this allows access to the back of the engine as well as the heater core.
5. Close the system back up and pour in the flush solvent you bought previously. Follow the directions on the flush bottle. Generally you'll fill the coolant system with the flush and water and drive it for a little while.
6. After the prescribed time, again drain the coolant system and flush once more with clean water until what comes out looks clean. For very neglected cooling systems the flush process might need to be repeated. Your goal is to have clean water coming from all parts of the cooling system.
7. Once your flush is clean, seal the cooling system up again and fill it with antifreeze coolant. The optimal dilution for coolant is 50/50 (half coolant and half water). You can actually buy this coolant pre-mixed at your parts retailer if you don't want to dilute it yourself. Fill the cooling system as full as you can with the engine off. You will need to stop several times while filling and allow air to escape the system. Once the radiator appears to be full, start the engine and allow it to run for a few minutes. This will circulate the coolant throughout the cooling system and help expel air. You might need to add more coolant as this occurs. Don't forget to turn the heater on while doing this to force air out of the heater core and hoses. Be very careful while doing this and make sure you don't get burned by a splash of hot coolant.
8. Once it appears the coolant level has stabilized, replace the radiator cap and operate the engine until it reaches operating temperature. Check for leaks, both at the petcock and at any hose connections you may have removed.
9. Once the engine has reached full operating temperature shut it down and let it cool off. Check the radiator again and top it off accordingly with more coolant. Old AMCs should end up with the coolant about a half-inch to one full inch below the filler neck.

This is the basic flush procedure that would apply to most all vintage AMCs. Some modern cars have specialized coolant fill procedures, but AMCs are fairly low-tech in that aspect.

The 50-50 coolant mix I mentioned should be sufficient for all but the most extreme of conditions. In those situations a modified ratio might be needed. Test the coolant with a coolant tester available at most auto parts stores. It will tell you what level of protection you have based on the dilution you have installed.

This is a nutshell explanation of cooling system service. A thorough procedure is usually available in your car's service manual (and indeed, some owner's manuals) that will cover any finer points I may have glossed over. As with any automotive procedure, please use care while working with hot coolant and please be sure to capture and recycle any used coolant.

Happy AMC-ing!

UPCOMING MEETINGS & EVENTS...

Santa's Toy Run, December 4-6

Road Atlanta
5300 Winder Highway
Braselton, GA 30517

Peach State AMO Christmas Party, December 12

Jeff & Geneva Puras
423 Four Seasons Court
Dacula, GA 30019
(678) 376-8901

RSVP to Karen O'Neal:
Red1969amx@yahoo.com
(770) 638-9674

More information about our club can be found on our website:

<http://www.peachstateamc.com>

FOR SALE

1977 Hornet AMX with 401 V8 engine, automatic transmission, Edelbrock intake, Flowmaster dual exhaust with Headman headers, new 15" Magnum 500 wheels, new BF Goodrich tires, forged rods, pistons and crank, Crane cam, Scorpion roller rockers, Auburn posi, 3.54 rear end, new radiator, new calipers. Original interior in very good condition. All parts are there. Body in very good condition, some flares in need of minor repairs. Small patch of rust on driver's door about size of 50 cent peice. Garage kept. Have been the owner since 1998. The rust has never gotten any worse. Runs great! Fast car! Not abused, never raced. Asking \$9,000 OBO. If interested, please call Kevin Smith 770-389-5774 or 770-356-2091 or email docfibes@aol.com.

343/AT -Go-Pak - Front discs upgraded to 72(?) model. Have had several people in the restoration business look at it - best guess is that it's original BBG. Very little rust that I can find. One patch very well done on the inside of the trunk about 4" x 6". Has been largely in storage for the past year, only comes out when it's dry, sunny, and I'm not working on any of my houses. Very nice car. Like lots of people, the spare parts in my garage all go with it. Anything that gets me past the bump in the economy.....

Price is a very reasonable \$13,000. Yes, I realize it's "worth more".....there are a lot of those "worth mores" out there. This is mine, and I'm trying to stay liquid enough to get past the winter. My pain is someone else's gain. The car is in North Alabama, near downtown Huntsville. If interested contact Greg Day at greg.day@comcast.net

WANTED

I am looking for and in dire need of a 401 engine for my AMX. I'm not sure what or why mine came apart while I was driving it but it sure did a number on it. The #1 & 2 cylinders slung the rods off of the crank, and one of them came through the pan ripping a hole 3 inches by 5 inches and from looking inside the hole I could see part of the cam sitting sideways inside the motor. I have removed the engine from the car but I haven't taken it apart yet. If you can help out, please contact me at vincents35235@yahoo.com. Thanks...Vince

**PEACH STATE AMO
2010 MEMBERSHIP RENEWAL APPLICATION
www.peachstateamo.com
e-mail: jrbarfield@comcast.net**

Date: _____

Name: _____

Address: _____

Home Phone: _____ Work: _____ Cell: _____

Email Address(es): _____

How would you like to receive your Newsletter?

By E-Mail (**Saves the club money and publishers lots of time!**)

By Postal Mail

AMO membership # (if you are a current AMO member): _____

Please Update Your AMC Vehicle Information Below

(Note: Ownership of an AMC, Rambler, Jeep, Renault, or Hudson is not required for club membership)

Year	Model	Vin #	Engine	Trans	Color

If there are special modifications to your AMC vehicle, or if your AMC has a unique history, please provide us with the information on a separate sheet of paper.

**Deadline for Membership Renewal Dues: March 31st
Dues: \$18**

Make your check payable to:

Peach State AMO

Return form with payment to:

**Jeff Barfield
394 Creek Crossing Ct.
Grayson, GA 30017**

!! Please Fill Form Out Completely So We Can Update Our Records !!

Aluminum Radiators for AMC's
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2629 Summerfield Way
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