



The Red Clay Rambler



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

Volume 21 Number 5 October 2009

FROM THE PRES

...by Jeff Puras

Things have been a little busy in the Three Jeff's Garage lately. The Spirit race car has been getting some well needed attention. The car got some needed safety upgrades. More fun however is the new paint job. Sadly there wasn't any sheet metal work done but the car looks great in the new color. Maybe a bit lumpy though from past battle damage but still much better than it was. After all it is a race car. So the plans for a return to the track after a long hiatus will be the race at Carolina Motorsports Park in Kershaw, SC on the first weekend of November.

The race following the November event is very special. It will take place on December 4th thru 6th. Along with the usual Friday enduro and Saturday program is the Santa Toy Run. This will be an all classes race on Sunday afternoon with probably 70 cars of all types on the track at the same time. The entire race weekend is geared to raise money and toys for Speedway Children's Charities. Instead of money, entry to the track can be paid with toys for the children. There will be a concert, and a car show along with all the racing. There are complete details elsewhere here in the newsletter. So if you would like to see one of the very few AMCs being road raced in the whole country, come on out.

So how many decades are tires supposed to last? I was doing a test drive in the '68 AMX trying to locate a thunk. What I did locate was a pretty heavy shimmy in the front end instead. After putting the car on the lift and looking for thumping and vibrating things I found quite a nice lump in the right front tire. That got me to thinking...dangerous...."How long have those tires been on the car?" I can't remember when they were installed but it was in the '80s. Now is a good chance to do something I have wanted to do for a long time. You always have to rationalize, right? To keep the original look and to preserve the wheels that came on the car all those years ago a nice new set of 15" Magnum 500s would be just the ticket. The car would still look proper and with the 15s a better choice of tires are available.

We're looking forward to the mountain cruise and hope to see a good group of club members attending.

Please be careful out there and see you then.

Jeff P.

FLOODING

...by Karen O'Neal

Just as Steve and I began to enjoy our newly remodeled downstairs after months of inconvenience and dust, the rain came, a pipe broke and we are now starting all over. Due to the slow process of renovation we will not be able to hold the Christmas party at our house this year. Jeff & Geneva Puras have graciously offered to open up their home for the party. Details will be forthcoming in the December Newsletter.

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

**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**



A charity near and dear to my heart. I plan to race on Sunday, December 6th and would love to see some of you there! Jeff Puras

It will begin Friday with an 8 hour endurance race including premier race teams from ALMS, IMSA, NASA, and Rolex Series followed by a "Ticket for Toys" benefit concert presented by Clear Channel's 96.7 The Legend. There will be racing all day Saturday deciding many of the Champions for the NASA-SE 2009 season. Saturday's event will also include a gigantic Car Show presented by Sponsor (TBA). Sunday's race is a one of a kind race called "Toy Run"; every car from every division will be racing simultaneously with an impressive 80+ cars, truly amazing! It will be a remarkable fun filled weekend of excitement and wheel to wheel racing.

The best parts of "Santa's Toy Run" are the recipients, kids and children of all ages. The directors at NASA-SE have graciously agreed to exchange "Tickets for Toys." Everyone who donates an unwrapped toy or a gift card that has a value of \$10 or more will receive an exclusive all access pass to watch best sports car racing in the southeast not to mention the concert and car show; what a deal! These donations and toys will be distributed locally by The Speedway Children's Charities to well deserving kids, teens, or families in their time of need. They are counting on us for help!

Circle Heart Racing will be coordinating efforts to make this a weekend to remember for all of the fans, drivers, crews, and especially the beneficiaries; children. There are 5 ways for you to help make a difference in a kid's life this Christmas. 1. Come and exchange a toy or gift card for an all access pass to watch the Races, Car Show or Concert 2. Place a toy collection at your business, office or other facility 3. Bid online for a "Race Car Ride Along", Hot Laps on the Road Atlanta track in a Race Car driven by a professional driver. 4. Make a pledge for every lap or mile your favorite team completes in Friday's 8 hour endurance race. 5. Affordable sponsorships are available at all levels for companies and individuals.

All considerations, donations and gifts are very much appreciated and truly needed by the recipients. Remember, it's not the size of the gift that matters; it's the compassion that comes from giving; especially during the holidays.

More information can be seen at www.SantasToyRun.org or by calling Ron at 404-925-7350 or Ron@SantasToyRun.org or Debbie at 404-725-5110 or Debbie@SantasToyRun.org. Racing information can be seen at NASA-SE. Speedway Children's Charities is a Non-Profit 501c3 organization – www.speedwaycharities.org

The mission of the Speedway Children's Charities remains true to the ideals it was founded upon in 1982; to care for children in educational, financial, social, and medical need in order to help them lead productive lives. SCC provides funding for hundreds of qualified and carefully chosen non-profit organizations that meet the direct need of children. Our vision is that every child has the same opportunities no matter what obstacle they are facing; Tools to build a better, brighter and healthy future.

EVENT TO BE HELD RAIN OR SHINE

JIM'S RAMBLINGS

...by Jim Graubard

Well here we are in October already, the Holiday season is right around the corner, how did 2009 go so quickly? At least the economy seems to be improving somewhat from where we were at the beginning of the year. Certainly has been a different year for me AMC wise as I have only attended 2 or 3 car shows early in the spring and that has been about it. Seems the weather starting in June was just too hot this year to be at most shows and with big shows like the AMO nationals in July I just did not have the desire to go local this year. Now I am getting both of my cars ready for the Hilton Head Concours de'Elegance show the last weekend in October, the Javelin has been in the body shop for 4 weeks and I've been working on various parts of the AMX trying to fix some minor problems here and there. I wonder if I just enjoy working on the cars and taking drives in them rather than going to car shows these days, hummmm? I may reflect on that this year over the cold winter months and think that a few big shows are more enjoyable than lots of small, local shows, time will tell. I did take a trip up to Nashville at the end of August to the Powerblock TV show to do a filming with my AMX, see my story elsewhere in this newsletter.

Our meeting in August saw a very good turnout, we need to now figure out if it was the more central location of Marietta or the beginning of our new prize drawing for meeting attendees? Jeff Reeves was the lucky winner first time out and he had to chose his prize and took home fifty dead presidents. The next prize is even bigger, a neon AMC clock and a second prize, a AMC polo shirt. The October meeting this year will be on Saturday, the 24th beginning with a 2 hour mountain cruise and ending up at my home in the Ellijay, GA area for our meeting. Those attending the cruise before the meeting get two numbers in the prize drawing and those just attending the meeting at 2pm get one, but it only takes one ticket to win!!

I mentioned earlier that I am bringing both of my cars down to Hilton Head at the end of October for their show. That will be the beginning of a very busy week+ for me. I will be able to attend that show with both cars as David Campbell has graciously volunteered to tow one of my cars down there. He will then keep the car at his home on St. Simons Island where I will pick it up from on the following Friday and then proceed from there to Ocala, Florida to attend the AMO Southeast Regional Show at the Don Garlits drag racing museum. I even have a small vendor spot at that show to sell the polo shirts I have made, the ones with the red/white/blue colors and the words American Motors embroidered on them. Believe it or not I have sold over 70 shirts so far!! I really hope a few of you are planning on attending this show, I would hate to think that Doug Noland and myself will be the only representatives of Peach State AMO in attendance. The venue there will offer so much to see, Mopars, AMCs, the Garlits museum. And it is such an easy drive to get there, just right down the road on I-75!!

LIGHTS.....ACTION.....AMX!!

...by Jim Graubard

Sometime in July I received a call from RTM productions in Nashville, TN asking if I would be willing to bring my AMX up there in August for a TV shoot. RTM produces the Powerblock muscle car TV show seen on Spike channel on Saturdays and Sundays, so I said I would as I am always looking for something to fill my days. On Sunday, the 23rd of August I left, accompanied by Ron Frost, as we decided to go the day before the shoot and spend the night in a hotel, this way there would not be a possibility of getting hung up in traffic or any other travel related problem. Between the time I agreed to the shoot and when I went up to do it I talked to two people who had previously done this for RTM. I was surprised to learn that the filming would take all day for the three minutes of usable air time footage. Yes, that is correct, 3 minutes as this shoot was for their "flashback" episode. That is where they take one car that is pretty much stock and show what it was, how it was and what it could do way back when. I was advised I would be asked to drive and drive hard at times to make this happen, but that was ok as I was sure my AMX was up to the task.

On Monday morning we headed over to the RTM studio, arriving at 8:30 where we were met by two of their staff members, Matt and Hutch, who would be doing the filming on this day. After a short briefing on what the day's activities would entail we headed out for the first location, a very picturesque hillside with rock

formations on either side (see picture). Still shots of the car were the first order of the day followed by me driving the car up and down the road with cameras attached at three points of the car. This was to be the day's first moments of anguish I would encounter. Hutch began with the mounting of the camera equipment using large suction cup mounting devices and large black tape, and some of us who cherish our cars can imagine the look on my face when this was going on. After each trip up and down the road the equipment was moved to a different location on the car, a total of three times. Each time Hutch removed the suction cups I thought I saw a small indentation on the car. Ron and I studied the areas and could not imagine how the suction cup may have caused any damage and I finally determined that the first one was there before the suction cup went on and the other two were figments of my imagination!

We then headed off to a local highway for the first part of the driving shots. With the film crew and Ron in a van we did passing shots, following shots, side by side shots and so forth. At one time (actually 3 or 4 times) I was asked to drive at high speed up to the rear of the van and then pass on the left in a quick motion. I was advised before we headed out on the road about this maneuver, that most people started to pass before they got close to the van, making a poor shot. So at about 70 MPH I got real close to the van before making a quick flick of the wheel to pass, my best guess is that I was about 15 feet from the van when I did this. Now that may not seem like I was close but at 70 MPH and not knowing what the van driver is doing, well you can imagine it was a bit tense on my part all 4 times! We did maneuvers like this for about 20 miles and then headed back to town for lunch.

After lunch it was off to the countryside to do more driving film. This time the RTM crew set up along side of the road and had me drive back and forth as they did shots from several different angles. We did quite a bit of driving from location to location as they were searching for different settings that the viewing public had not seen in the past. Once again some of the driving got a bit tense, on the second location they set up there was a fairly sharp curve and I had to drive back and forth at the highest speed I could. Now for those of us who know the AMX it does handle well but is not a curve hugger like my wife's SLK that is for sure!! On the second pass while I was on my way back I had to brake hard to avoid a deer running across the road as well. This went on for about 3 ½ hours, ending up with five different locations. At the last stop they wanted me to do a burnout, but I had advised them before hand that my AMX likes to grip the pavement and go. I tired and tried and then with Ron at the wheel he was able to get a small burnout done but we never really got it down to the satisfaction of the film crew. The road we were on at that time was very rough asphalt, it felt almost like road Velcro!!

We then headed back to the studio to do the still shots of the interior, engine compartment, etc. En route Hutch, with a camera, rode in the passenger seat and asked me some questions. Now being the shy kind of person you know I am I wished he had advised me before hand about this and what questions he was going to ask. I did my best but I will keep my fingers crossed that they leave this part on the cutting room floor. When we got back to the RTM studio and opened the hood for the photos we then discovered why the burnout attempts were flat, a spark plug wire had come off at the distributor cap! We re-secured it and I did some burnouts in their parking lot that was filmed and hopefully they will use those in the episode. After we finished with all the shots in the parking lot Ron and I were given a tour of the RTM studios where the shows are filmed, Xtreme 4x4, Horsepower, Musclicar and Trucks. They have about 4 or 5 different studios with equipment and space you would die for. We got to look at many of their current projects and some up coming projects as well and we even came upon a 1968 (or '69) Javelin in primer they are going to be doing in the near future. After the tour I then received my \$10,000 payout for doing the show and we left.

I bet I got you with that one! No, they pay nothing for you to come, nothing for gas and we even had to buy our own \$5 lunch. We did, however, get a couple of bottles of water during the long day's activities, such a deal. About 6:15 pm Ron and I loaded my car back on the trailer for the 4 hour drive home. While it was a long day it was a good day, weather was perfect and it was an experience I will not soon forget.



FOLLOW UP **....by Ron Frost**

Jim's write-up is really good -- although I'm not sure "anguish" is the correct adjective to describe the look on Jim's face when they pulled out the suction cups (and the "tape that doesn't leave any residue," which of course, did...). Jim's "pucker factor" was already off the charts before they removed the camera the first time to reveal a slight dimple in the sail panel. After that, Jim and I started watching Hutch and his camera man like we were guarding the gold at Fort Knox.

I can't speak for Jim, but I know I felt pretty dumb when we popped the hood and found the plug wire loose -- still can't believe that I didn't notice the car was running on 7 cylinders -- I even drove it for two of the attempts at a burnout. One of life's most embarrassing moments!

Both the director and camera man went on and on about what a great job Jim did in all the drive-by shots. All in all, it was a great experience, and an honor and privilege that Jim invited me to share it.

OCTANE IN THE OUTFIELD

...by Doug Baker

On August 23rd Jeff Puras, Jeff Barfield and I had the pleasure of showing off our cars at the first ever "Octane in the Outfield" Car Show at Turner Field. The car show was held before the Braves vs. Marlins game. There were some very nice cars there for a first time show. The 57 Ford Vicky was a very nice car as well as the 34 Packard. The crowd favorite was the Batmobile. Jeff & Jeff's great 68 AMX and 69 Javelin SST drew a lot of attention and picture takers. Those are two mighty nice cars. My American Wagon was selected to take a lap around Turner Field with the winners of each class, thanks to the two Jeff's (don't ask how we did it). That was very cool. It was a great way to spend a Sunday morning with some good people, and some *very nice* cars. I had one of the Braves marketing people ride around with me and he sent me a copy of the cars going around the field. It was cool having my little wagon on the JUMBO SCREEN. This first time show was a little unorganized but I think I will do it again next year. Doug Baker - Rambler ON>>>>>>>

UPCOMING MEETINGS & EVENTS...

October Cruise & Meeting - SATURDAY, October 24th

Cruise begins at 11:30
Home Depot Parking Lot
Dahlonega #6980
140 Maxwell Lane
Dahlonega, GA 30533
Phone: (706)867-9618

Meeting at 2:00
80 Bear Tract Drive
Talking Rock, GA 30175
(706) 276-1634 (Home)
(770) 324-3807 (Cell)

DIRECTIONS TO THE GRAUBARD'S HOUSE FOR 2:00 MEETING IF YOU ARE NOT ATTENDING THE CRUISE:

First let me say to all you GPS owners. Coming up 75/575 these are the best directions. Some GPS will only get you to the front gate by entering Mountain Hollow Creek, some newer ones will get you within a block of the house. They will try to take you through Jasper and other back roads which is not quicker then the directions I have given you here. GPS also has you turning at some roads which are not there, maybe they planned them but never built. If you do use GPS it may (mine does) give you two false turns as you get within 5 miles. The first is as you come up 136, it says turn left on Fisher Creek Road---that road does not exist. The second is about 500 yards from the actual turn to our development, GPS says "*turn left to Mountain Hollow Creek*", do not turn for another 500 or so yards—there is a sign at the proper turn that that says **Mountain Creek Hollow**.

Coming from the Gwinnett area take GA hwy. 20 through Cumming all the way to 575 and follow directions below. Coming from the Cumming area you can take 20 across to 575 which empties onto 575 at mile marker 19. Then follow the directions below from I-575 north. That is a straight shot.---- But a bit quicker you can take 20 from Cumming for about 10 miles and turn right on 372 (there is a light at this intersection). You stay on 372 (crossing a 4 way stop at 369) and continuing on through the town of Ball Ground. Go through Ball Ground and make a right (staying on 372). You then go about 2+ miles and turn left onto 5/372 (not many signs for this, there is a sign that says Ellijay pointing left) once you turn here it is just a short road that empties into 515/5 then follow the directions below

For most of you:

Take I-75 North to 575. Go north on 575 (it becomes 515 after Cherokee County). You go north on 575/515/5 for approx. 34 miles (from where 575 starts) and you will eventually start coming to some traffic lights.

As you go north on 575/515/5 you go through Jasper when you pass **Home Depot** on the left you then go 3.4 miles and make a right onto **Antioch Church Road**. As you turn right onto this road there is a **Citgo station** on the left and a Post office next to it.

This road is only a few blocks long---make a right at the end of the road onto Hwy 136. Go about 1/4 mile and make a left (keeping on Hwy 136) through the exciting city of Talking Rock--it consists of a couple of antique stores, a fire station, three old train cars and nothing else! Follow 136 through Talking Rock about 1/2 mile and 136 will fork off to the right (there is a White church in front of you as you bear right in keeping on 136). Follow until it ends at a T intersection. 136 goes to the right **but you will make a left at the T intersection** and go about 3 1/2 miles.

You will then come to a development on the left called Mountain Creek Hollow . Turn left and at the gate you can either enter the code of (star)*1995 or look up my last name and call me from the gate and I will let you in. Once through the gate go up the hill to the **stop sign**. Make a left at the stop sign---go downnnnnnnn the hill, upppppp the Hill-----downnnnnn the hill---over the covered bridge-----up the hill to the top. At the top of the hill make a left (there is a small water wheel in front of you as you turn). The first right will be Bear Tract Drive. We are **#80 Bear Track Drive** (there are only 3 houses on the street).

The phone numbers are (706) 276-1634 cell and **(770) 324-3807** but try **house #** first

2009 Southeast Regionals, November 7-8

Don Garlits' Museum of Drag Racing
Ocala, FL (Interstate 75 Exit 341)

For more information and a registration form:

http://www.peachstateamc.com/uploads/AMC_Southeast_Regionalin.pdf

Santa's Toy Run, December 4-6

Road Atlanta
5300 Winder Highway
Braselton, GA 30517

December Christmas Party, December 12 (Details to follow in the December Newsletter)

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

More information on upcoming car shows can be found on our website:
<http://www.peachstateamc.com>

TECH CORNER – DIPSTICK TUBE REMOVAL

...by Jeff Barfield *(reprinted from the July 1999 Red Clay Rambler)*

Dipstick Tube Removal

A fairly common problem on AMC V8s is the tube that the oil dipstick fits into breaks. It of course **ALWAYS** breaks right where the tube goes into the block. The biggest challenge you are faced with is, how do I get the old broken piece out of the block so that I can put the new one in?

Removal, try these tricks: First, if enough of the tube is sticking out of the block grab it with vise grip pliers or needle nose pliers, do not crush the tube, and hit the pliers with a hammer. The tube has an area that is bigger around than the rest of the tube to act as a stop to keep the tube from going too far into the oil pan. When the tube is out far enough, that you can clamp your vise grips below this area, clamp them just tight enough that you don't crush the old tube, but they will not slide over the larger area. Continue to hit the pliers with a hammer until the tube is out. If you can not get a good hold on the tube try this trick from an old copy of AM – Xtra the AMC World Clubs newsletter. Find a machine screw that will thread into the tube and be long enough to get the vice grips around it below the head of the screw. Screw the machine screw in tightly and grab it with the vice grips and hit the pliers with a hammer until it starts to move, then follow the above instructions.

Replacement: Replacement isn't that hard except for one small little problem. If you have regular exhaust manifolds, the drivers side manifold **MUST** be removed to get the new tube in. I'm not sure if it can be done with headers installed or not, it may depend on the brand of headers. Once the manifold is out of the way start the tube into the block by hand. Next use the vice grips again, being very careful not to crush the tube at all, grip it just above the swelled spot and tap the vice grips with a hammer until the tube is fully seated. None of this is as easy as it sounds, but with a lot of patience, you can get it replaced.

Replacement dipstick tubes are available from most AMC vendors.

Aluminum Radiators for AMC's
Custom Made - Show Quality
Downflow Design
See at www.customaluminumradiators.com
Price - \$450.00 plus shipping.
Transcooler is extra

Peach State AMO
2629 Summerfield Way
Lawrenceville, GA 30044