



The Red Clay Rambler



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FROM THE PRES

...by Jeff Puras

I was out in the shop recently enjoying our first cool days of fall and thinking "what a difference a day makes" when I ran across an old issue of American Motoring, AMO's publication. It was from 1989 and as I was thumbing through it struck me as "what a difference a couple of decades make!" The classifieds were full of real gems. How would you like to pick up a show winning 1969 AMX for \$7,500. Or what appears to be a restored 1966 American convertible for \$3,795 or best offer. This issue featured a report on the AMO convention held in St Louis that year. All the club pictures are great! Who are all those skinny people?

There has been a certain 1982 Spirit in the shop here lately being prepped for a new young out of state owner. We felt like we were working on one of the newer AMCs in our life. Then it struck us that the new owner was born 13 years after the Spirit was. That little fact is still sinking in. And the fact he is a fourth generation AMC owner is more than cool. We hope he enjoys his old school ride. My advice was "don't drive any further from home than you can walk home from. At least for a little while anyway."

The Southeast Regional will be in our rear view mirror and now and we're looking forward to the Hilton Head Island Concours d' Elegance & Motoring Festival in November. It is sure to be an incredible event. Thank you, Jim Graubard for arranging our invitation.

Once again a common thread I keep seeing in the car magazines has the authors of the editorials begging people to get their classic cars out on the road for others to see. That is our intention this fall. For those of us without air-conditioning, the cooler temperatures make motoring much more enjoyable. So let's get our cars out and spread the word. You might just win over a new person to our little segment of the hobby.

Be careful out there.

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MY FIRST AMO SHOW ...by Ron Frost

Although I've only been in the hobby for a couple of years now, having purchased my AMX in the spring of 2008, I've enjoyed participating in a bunch of local Georgia car shows, and have a few trinkets to show for my troubles. I'd even driven the car to Charlotte for the spring Auto Show, and got to meet and spend some time with a bunch of great AMCers from the Carolina AMC club. However, I'd never been to an all AMC show.

I missed the AMO SE Regional in 2008, as I was busy that day installing my newly rebuilt engine in the AMX, and in retrospect, I probably should have put the install off and went anyway, sans car. I missed the regional show in Florida in 2009 due to family concerns. I really caught the "bug" for an AMC show after deciding not to attend the AMO Nationals in St. Louis last year, and then seeing the pictures and reading all the great feedback from folks who did go on The AMC Forum. So earlier this year, I decided that I would try to attend the National AMO Convention in Livonia, MI.

Now, it's about 750 miles from Tyrone to Livonia, and the show was the second week in August – typically the hottest part of the year in just about any northern latitude. Add in the fact that the AMX doesn't have air conditioning, and unless I decided to make the trip entirely at night, the trek to Michigan was shaping up to be somewhat of an endurance contest.

On top of my reservations about driving cross-country in August with no A/C, the AMX had developed a nasty habit of "acting up" – stalling for no apparent reason, etc. Even though I'm a fairly accomplished shade tree mechanic, I had some misgivings about the potential to end up stranded along the road a loooong way from home. Enter my good friend Jim Graubard, who suggested that we travel together, as well as sparking my interest in borrowing or getting a car trailer. Steve O'Neal offered to lend me his trailer, but as I was also leaning toward attending several other "away" car shows, I decided to look around for my own hauler.

By the time I was ready to purchase, the national show was only two weeks away. The manufacturer I had settled on did not have the trailer I wanted in stock, and was not able to assure me that he could get a trailer built to my specifications in the allotted time, but offered to have a sub-contractor build me a trailer to his plans. I was a bit skeptical, but agreed. In less than a week, I was on my way to southeast Georgia to pick it up. My initial misgivings turned out to be unfounded, as the sub-contractor built trailer is as good or better than the other trailers I've seen from the original manufacturer.

The weekend preceding the national show was a busy one, as I rounded up necessities such as tie-down straps, and fitted a load-distributing hitch to the new trailer. I thoroughly checked out my tow vehicle, packed a tool bag just in case, and changed all the fluids. I also loaded the AMX for the first time, tied it down, and then towed it around Georgia on a test run. I figured that if I could get up to Talking Rock, and into and out of Jim's subdivision over those hills, the trip to Michigan would be a piece of cake. The test run turned out to be a good idea, as I discovered that I had a corroded power connection to my electric brake controller, which I had to fix so I had good brakes on the car hauler.

The next couple of evenings after work were spent getting my lovely wife Robin ready for a trip to Fort Knox, Kentucky, leaving only the night before the trip to pack and make final preparations. It was a bit hectic, but I managed to throw everything in the truck, get the AMX on the trailer, and still get some decent sleep before shoving off to meet Jim and Christina along I-75 near Dalton. My little truck did a great job of towing the AMX, and the trip to Michigan was thankfully uneventful (except for that downpour which pretty much erased any efforts I made ahead of time to get the AMX cleaned up).

Jim had planned our arrival to coincide with registration at the hotel, so we had Thursday afternoon to rest up from the trip and get organized for the swap meet the next day. I was impressed with the array of AMC stuff laid out at the meet, and managed to get a few things at decent prices, with no shipping charges, and best of all, a chance to look them over in person before the purchase. While Jim and Christine spent most of Friday vending, I spent most of Friday afternoon re-cleaning the AMX for the show on Saturday.

The Great Lakes AMC folks did a great job organizing the show. For the most part, everything went off without a hitch, and relatively efficiently. The weather cooperated, and although it was hot and humid, no rain! There were well over 250 AMCs in the judged part of the show, and probably another 50 or 60 in the display only area. Nearly every type of car AMC ever made was represented, including SS/AMXes, a NASCAR Matador, and several other race cars. I counted no less than 20 1970 AMXs on the field.

We went out to dinner instead of attending the banquet dinner at the hotel, so joined the awards presentation part of the evening just after the guest speaker. I was thrilled when my AMX scored junior gold in the non-stock class, ahead of many other very nice cars. My only disappointment was the process for volunteering to judge (extra points!). The Friday judges' meeting was held earlier than advertised on the schedule, so I arrived at the appointed place after it was over. I then missed the announcement at the show on Saturday, and couldn't get specific directions to the judges' meeting near the show field from the AMO table, so I missed out on a chance to judge.

The experience at the show was unlike any I'd had before, and staying at the host hotel ensured that I was never more than a few steps from another AMC fan. Evenings in the hotel parking lot, checking out the cars, and talking to other AMC folks were the real highlights of the trip. In my opinion, taking in a national AMO show would be a great time for just about anyone, and is a must for any true AMC fan. Let's see, how far is it to Sedona?

HILTON HEAD CAR CLUB JAMBOREE UPDATE

...by Jim Graubard

With the Hilton Head car club jamboree show a month away all is set for Peach State AMO's participation. I did have to find a substitute for one car, former club member Steven Stull had committed to bring his newly created 1971 Trans Am Javelin AMX racer replica. But efforts to contact him over the past month have proved futile and I have given up and secured an interested party with a modified 1972 Javelin who lives in the immediate Hilton Head area to take his place. We may be joined by other AMCs who are in the Sunday Concours show if they want to display on Saturday as well, that is something the Hilton Head people do allow for their Sunday participants. I know club members Carol and Louie Lanthrip, who have their car in the Sunday's show, plan on joining us on Saturday.

Our lineup now consists of the following:

Jeff Puras ----- 1968 AMX
David Campbell ----- 1969 AMX
Ron Frost-----1970 AMX
Frank Merrifield -----1970 Hornet
Jeff Barfield -----1969 Javelin
Jim Graubard -----1972 Javelin AMX
JP Marshall -----1972 Javelin modified
Ted Marshall -----1974 Matador modified
James Nobel -----1975 Gremlin X
James Nobel -----1975 Pacer X

Once again I would like to encourage you to come down to Hilton Head for the event, it is an experience you would enjoy and remember. Show dates, once again, are Saturday, November 6th for the car club jamboree and Sunday the 7th for the Concours show.

MOPAR SOUTHERN CLASSIC CAR SHOW **...by Jim Graubard**

September 11th saw the Southern Mopar Classic car show in its new venue at the Year One facility in Braselton. The North Georgia Mopar club has held this event the last few years in early May, but it always seemed to threaten rain and hurt the turnout, so they moved it to the fall in hopes of good weather. It turned out they were right about the weather, except the continuing heat we have been having for what seems like forever the weather was just fine. Peach State had members Karen and Steve O'Neal, Ron Frost, Doug Baker and Jim Graubard in attendance with their cars. George Doughtie stopped by for a visit as he was participating in a nearby event at Road Atlanta. There were also two Gremlins in attendance from the Carolina AMC club as well. There were, needless to say, some great cars to take in; once again the Mopar club did a great job in putting on the show. Ron Frost's 1970 AMX was chosen in the top 25, not an easy feat with all those terrific Mopars there. Karen's custom Jeep took first place in the Jeep class. Not sure if the turnout is what the Mopar club hoped for, perhaps the change of venue from the Atlanta Motor Speedway was the cause or maybe it was the time of year with so many other shows going on. I know the big Chip Foose show was to be held a week later at Year One so perhaps that also was a factor for some who did not want to travel there two weeks in a row. But a good time was had by all and, by the way, it did rain but while we were all on our way home.

YAHOO BUZZ LOG - 9/28/10 (not exactly AMO news, but cool nonetheless!)

Holy tricked-out ride, Batman! The '60s-style Batmobile is now available -- for those with Bruce Wayne bank accounts -- in life-sized replica form.

DC Comics has officially licensed Fiberglass Freaks to re-create, down to the flame throwers (working, natch), the futuristic car that the Caped Crusader drove in the 1960s TV series.

For \$150,000, you too could keep Gotham City safe. Or at least look really, really cool while sitting in traffic.

Each car frame is built around a 1970s Lincoln Town Car. And only eight of these hand-crafted beauties roll off the factory floor each year. Company founder Mark Racop has been perfecting the design pretty much his entire life, way before he got the official go-ahead. According to his website, the Batmobile-obsessive fell in love with the car from the show at the tender age of two.

The cars are road-ready and come equipped with a GM 350 crate engine, Radir wheels with custom bat spinners, and a paint job only a superhero wanna-be could love. And need we mention the bat-wing shaped tail fins? This car gives new meaning to joy ride.

And because these wheels are pimped up, the 1966 Batmobile also comes equipped with some very 2010 additions: a DVD player with LCD screen in the dash (to play re-runs of the series, obviously) and a high-end stereo to blast the "Batman" theme song.

Cape not included.



2011 SOUTHEAST REGIONAL

...by Jeff Barfield

I know that we haven't even held the 2010 Southeast Regional yet, and we are already talking about 2011, but you can't start too early. The 2011 regional show is set for October 8, 2011 at the Hilton Atlanta Northeast. This is the same hotel that hosted the 2003 Regional, 2005 National and 2008 Regional. Room rates are set at \$94.00 per night. The hotel will not begin accepting reservations until we are within a year of the show, so just another week and you can start reserving rooms. You can call the hotel or national reservation number 1 800 Hiltons and tell them you are with the American Motors Owners to get the rate, or once we are within a year there will be a website that will go directly to our block of rooms to make reservations. There will be a link on the club website <http://www.peachstateamo.com> when it is available.

I encourage everyone to stay at the host hotel. \$94.00 is not a bad price for a Hilton hotel in Atlanta. Staying at the host hotel puts you in the middle of the action. You can park your car Friday night and have it in place for the show on Saturday. Each room night sold reduces the amount of money that the club has to pay for use of the parking lot, and registration room on Friday. A flyer and other details will follow in the next newsletter.

A SPIRITED SAGA

...by Jeff Barfield

This saga, began as a short story and then took on a life of its own, as these things always do when you get people named Jeff involved. It all started at the June club meeting at my house. After the meeting I asked Jeff Puras if he would mind if I brought my Spirit to his house and would he help me to pull the engine and just clean up the engine compartment. No real engine work, just clean, paint, bead blast a few brackets and make it look respectable. I wasn't going for show quality, but getting rid of some of the ½ inch thick dirt covered by grease in places that couldn't be reached, this type thing should only take 2 or 3 Saturdays at the most. At the age of 63 you would think he would know better, but he agreed anyway.

We began by stripping down the engine, taking off all of the accessories and manifolds etc. Then the trouble began. First we found a couple of vacuum leaks and an exhaust leak, but those were good things that were easy to fix, we were replacing or eliminating all of the vacuum hoses anyway. Then we found a freeze plug that wasn't leaking, but the second that we scraped away a tiny bit of rust, it began leaking. With the manifolds out of the way that was cheap and simple to replace so we replaced all 3 of the large ones.

Once we had everything stripped out of the car except the engine itself, we decided that there was no reason to pull the engine, we had full access to clean and paint anything that we wanted. So we pressure washed and scrubbed and painted and then started reassembly. This is when the real trouble started. We found that the fan clutch was leaking fluid and had to be replaced. The air pump was making noise so Jeff found another one around his shop, we tore out the guts, since it is now just an idler pulley and not functioning as an air pump. It didn't line up with the other pulleys so we had to shim it with some washers. But we continued to hear a squealing noise. We replaced the idler pulley with one I had laying around and it was no help. We replaced the alternator and no change. Finally we replaced the belt and the noise was gone.

While we were doing this we discussed the fact that the car didn't idle smooth and really never had. I had several months ago replaced the carburetor with an older model that didn't have the feedback circuit to help eliminate the computer and while it ran better and the hesitation on takeoff went away it still didn't idle smooth. So Jeff suggested (by suggested I mean he ordered and then told me) putting on a MSD ignition box. We installed that and completely eliminated the computer and the car in fact runs much better.

Once we had everything back together and the car running good, I drove it home with still a few small issues that we wanted to address. One of them being that there was a clanking noise coming from the engine, only at idle. After trying to think and having nothing happen, and scratching our heads for a while we finally determined that it was the timing chain, hitting the edge of the cover. This timing chain had been replaced about 9 years earlier and only had about 40,000 miles on it, that is why we didn't suspect it sooner, it should have still been good. One Friday while I was at work, Jeff and Jeff changed the timing chain for me and solved that issue.

The next day I went over and we noticed that the belt was still not lined up properly and the new AC compressor (the new compressor was planned from the beginning because the old one was leaking) was not lined up with the other pulleys. We determined that I had purchased a compressor for a Jeep and not a Spirit (I got a great price) so we had to change the pulley on the front. Luckily Jeff Reeves has a tool made for this purpose and the clutch and pulley on the old compressor were fine.

While we were at it we found a bad wheel bearing and assorted other items that I can't remember now (JP is not the only one that is old). We finally finished the car and had it running and driving the best it has been in the 11 years that I owned the car. So now that it was in the best shape of my ownership, I sold it! That's right, I fixed it up and got rid of it. Jeff Puras' nephew needed a car and he really liked the Spirit. Jeff Reeves, as many of you know, has been working on a Spirit with a Jeep 4 liter and automatic overdrive transmission for the last 5 years (or something like that). His finances and motivation had dried up until I told him that I wanted to buy the car. He is now back working on it and in a couple of weeks I will be there helping. When the car is done it will become mine. At this point I think that another year or two and the car should be ready to drive. Seriously at this point there are about 3 items that Jeff R has to figure out to complete his mods to the non-standard engine and transmission and the rest is just assembly and purchasing battery, tires etc. I'm hoping that in the next 2 to 3 months I will be back to having 2 AMCs.

A big thank you goes to Jeff P. for helping me with the car and for broking this 3 way deal. JP is really proud of the deal because it will get another car out of his yard. Thanks to Jeff R. for his help with my old car and for all of the work on my "new" car. I can't wait to start driving my new blue Spirit.

The following information was submitted by Bud Turner

Concours Score Sheet

Car _____

EXTERIOR category Components

• Body Quality	Max 10	Score _____
• Paint & Striping	Max 10	Score _____
• Glass	Max 10	Score _____
• Brightwork	Max 10	Score _____
• Grille & Lights	Max 10	Score _____
	Max 50	Subtotal _____

INTERIOR and TRUNK category Components

• Seats, Belts & Console	Max 10	Score _____
• Carpet & Headliner	Max 10	Score _____
• Dash, Steering Wheel & Pedals	Max 10	Score _____
• Panels	Max 10	Score _____
• Trunk Interior & Tools	Max 10	Score _____
	Max 50	Subtotal _____

ENGINE BAY category Components

• Block & Heads	Max 10	Score _____
• Accessories	Max 10	Score _____
• Cooling System	Max 10	Score _____
• Wiring	Max 10	Score _____
• Inner Fenders & Under Hood	Max 10	Score _____
	Max 50	Subtotal _____

UNDERCARRIAGE category Components

• Wheels & Caps (include Spare)	Max 10	Score _____
• Tires (include Spare)	Max 10	Score _____
• Exhaust System	Max 10	Score _____
• Springs & Axles	Max 10	Score _____
• Underbody	Max 10	Score _____
	Max 50	Subtotal _____

TOTAL SCORE

Max 200

TOTAL _____

Standardization Guidelines for judging score:

- **10-point score** indicates that *all* components within the category meet a standard of excellence equal to or exceeding that of “new, from-the-factory, mint condition”¹.
- **9-point score** indicates that *at least one* component within the category does NOT meet a **10-point** standard, but does meet that of a well-cared-for, “year-one condition”².
- **8-point score** indicates that *most* components within the category do NOT meet a **10-point** standard, but do meet that of a well-cared-for, “year-one condition”².
- **7-point score** indicates that *at least one* component within the category does NOT meet an **8-point** standard, but does meet that of a well-cared-for condition “appropriate for age”³.
- **6-point score** indicates that *most* components within the category do NOT meet an **8-point** standard, but do meet that of a well-cared-for condition “appropriate for age”³.
- **5-point score** indicates that *all* components within the category meet a standard of excellence equal to that of average wear-and-tear condition “appropriate for age”³.
- **4-point score** indicates that *at least one* component within the category does NOT meet a **5-point** standard, but is of above average wear-and-tear condition “appropriate for age”³.
- **3-point score** indicates that *most* components within the category do NOT meet a **5-point** standard, but are of above average wear-and-tear condition “appropriate for age”³.
- **2-point score** indicates that *at least one* component within the category does NOT meet a **3-point** standard, and would NOT be considered “acceptable for a show car”⁴.
- **1-point score** indicates that *most* components within the category do NOT meet a **3-point** standard, and would NOT be considered “acceptable for a show car”⁴.
- **0-point score** indicates that *all* components within the category do NOT meet a **3-point** standard, and need replacement, re-finishing, or other form of repair to be considered “acceptable for a show car”⁴.

A blemish or flaw significant enough to demand remedial attention to a new, from-the-factory, mint component can be indicated by deducting a fraction of a point from the category as appropriate. Similar fractional deductions can be used when component condition falls between whole-point scores. Use half-points in Junior classes, quarter-points in Senior classes and tenths-points, if necessary, in American Cup and Heritage Cup classes.

As a courtesy to the entrant, please make notes on the Score Sheet regarding any component that resulted in a lowered score in each category. If possible, specify the blemishes or flaws that resulted in partial-point deductions.

UPCOMING MEETINGS & EVENTS

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/>

Peach State AMO Meeting - October 17th - 2:00

The Home of Jim & Chris Graubard
80 Bear Tract Drive
Talking Rock, GA 30175
(706) 276-1634
(Directions are attached to the email)

Hilton Head Car Club Jamboree - November 6-7, 2010

Hilton Head, SC

**UPCOMING CAR SHOWS AND ADDITIONAL CLUB INFORMATION CAN
BE FOUND ON OUR WEBSITE:**

<http://www.peachstateamc.com>

If you would like to add an event please email Jim at jsgchg201@yahoo.com

Aluminum Radiators for AMC's
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