



The Red Clay Rambler



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Jim's Ramblings... ...by Jim Graubard

Well here we are, finally (I hope) out of the *HEAT* of summer. It seemed to happen almost overnight but at least it finally happened. Unfortunately we are continuing with the worst drought on record and up here in my area where we are on wells we are running the risk of having no water at all. I don't know how we will adjust if that happens. Due to the heat we have been living with I have not even thought of going to a car function these past few months and with the drought I have not been allowed to even wash my car as well. At least I can take my everyday vehicles to the car wash but, heaven forbid, I would never take my classic ride to one of those. I have had the car wash horror story twice in my life. The first time was shortly after I got my license with my first car (used) that I had in high school. It was a 1968 Pontiac Tempest all decked out with a 350, dual exhaust, yada yada yada. I saved from my summer job and had it painted a custom color of *coppertone*. During the winter a few months after I had it painted I took it to a car wash, one where you get out of the car before it goes through. When it does come out the other end an attendant hops in and drives it to the area set aside for hand drying. Well, I followed it through the windows that lined the walkway the length of the facility and at the end I could do nothing but watch in horror as the car reached that area and kept rolling with no attendant in sight. It left the security of the car wash track and rolled right into the side of the building, damaging my passenger door, but more importantly, my new paint job. I will not elaborate here how I felt, I think you can imagine. Yes the car wash did pay to have it fixed but no more car washes **ever** for me!!

Fast forward to my adult life here in Georgia about 8 years ago. Up to this time of my life I have avoided car washes for what happened to me as a youth. Perhaps there should be one of those scientific medical names such as *carwashphobia* or something. Anyway after years of therapy (*yes, I know many of you are thinking*) I overcame my fear of car washes. One day I decided to bring my 1988 Ford Bronco (not the OJ edition) into a car wash in Marietta. I was not really worried as the Bronco was now over 10 years old and was the "beater" of my car fleet. This car wash was another one where you get out before it goes through the wash. This time however it never made it to water. At this car wash, some of you may be familiar with it as it is near Pep Boys in Marietta on Canton highway, the car was in the track guided by some mechanical control and makes a turn into the car wash on this track. As it was coming out of the turn with soap and suds in its sights the front left tire jumped out of the track and the Bronco smashed into some equipment. Needless to say again I was upset especially when the management tried to lay the blame *on me!* They said that my front end was way out of alignment and that is why it would not stay in the track. Without making a short story long I convinced them otherwise and, of course, they paid to have the damaged repaired. For the next 6 + years I avoided car washes again until I moved up here in the hills. I joyfully have found a car was in Ellijay that is first class and have take three of my rides there on a regular basis. Of course my classics and my wife's baby do not go near anything but human hands and never will.

Of course, we have our show on October 6th and I hope that all of you have will be attending. Jeff Barfield has done, again, a wonderful job in coordinating this event. As of the third week in September we have approximately 40 cars registered to attend and hopefully will have more by the time show day rolls around.

We are currently working on plans to have a club cruise on Saturday, October 20th. Some venues have been explored but are still in the planning stages. Please let me know if you would like to attend this function. We will

discuss this at our meeting which we will hold sometime during the show on October 6th.

The next meeting scheduled after that will be our Christmas party on December 8th, once again hosted by the O'Neal's at their lovely home which I am sure will be adorned with one of the most elaborate Christmas displays to be found anywhere. It is quickly becoming an annual event no one should miss.

This month's E-Bay chuckle:

I just hope the people who were trying to sell this did not run out and spend the money before the auction ended. How this photo ended up in Alabama I will never know. This is one of the biggest e-bay laughs I have ever had. Who needs a Hemi Cuda when you can spend that kind of money to get this.

“Original photograph of Princess Diana and Prince Charles taken in ENGLAND! Prince Charles and Princess Diana are sitting in their Roles Royce. Photograph is signed on the back. This photograph is OLD and is also a very precious collectable!”

Starting bid: US \$200,000.00

yes, that is not a misprint. Two Hundred thousand dead presidents!!! and, of course, it did not sell. E-bay # 320149476148 for those who want to see the entire ad.

And this poor guy has had this AMC part on e-bay for months now, he keeps re listing it.

“This car is being parted out. This auction is for a front headlamp off the above car. If you bid that's what you will win”.

Starting bid: US \$10.00

Ended: Aug-27-07 11:04:46 PDT

Shipping costs:

US \$25.00

See picture on page 7 — he is selling an old headlight on a junk AMX. Just what we all want, a 39 year old headlight and only \$35 total!!! Current e-bay ad: Item number: 160158639161

Peach State Web Site Update... <http://www.peachstateamo.com> ...by Ron Waters

STILL NEED PICTURES FOR WEB SITE!!! You can email them to peachstate@classicone.com

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New Members...

Welcome new club members Bob & Terri Reno from Gaylesville, Al...

At this time I do not know what AMC (S) they bring to the table but hopefully they will be able to make it to the show.

Well, that's all folks—see you on the show field October 6^h!!Jim

From The Pres...

...by Steve O'Neal

I wish to again Jeff Barfield for his knowledge and efforts and to those that have assisted in the different prep needs so far for the Regional AMO event. This newsletter will be short on my part this issue to make room for the main event.

Upcoming AMC Events...

2007 AMC Southeast Regional – Atlanta GA October 5-6

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

All forms and info are available on the peachstate website at <http://ww.peachstateamo.com>. The "Events" button will have downloads for the Registration Form, Meet Flyer, Activity List, and Directions.

Atlanta to Denver – In a Hornet?

... by Jeff Barfield

It was almost time for the AMO International Convention and this year it was in Denver. I had registered my Javelin for the show and was making my plans to attend. At the same time Jeff, Jeff and I were trying to sell the "Three Jeff's Hornet" with no success. So about 3 weeks before the show, I was talking with Jeff Reeves and said "What do you think about me driving the Hornet to Denver and seeing if I can sell it at the show?" He said he didn't have a problem with it. Before I called Jeff Puras I received an email from him saying "I hear that you have had a stroke and think that it would be a good idea to drive the Hornet to Denver.....Great idea!" So with blessings from Jeff and, of course, Jeff, I set out to make it happen.

One thing that we had decided to leave off the option list was cruise control, well if I'm going to drive this car 1500 miles, that is now back on the option list. The Sunday before I was to leave the next Friday morning, Jeff R. and I met at Jeff P's house to install the cruise (I am famous for these last minute things). We installed everything and it didn't work. We both had to leave so I took the appropriate TSM (Technical service manual) home and checked it out on Monday. My test determined that a relay in the system was defective. I went to Kennedy American's web page and he listed the proper relay. I called him the next day and made sure that he had it and he shipped it to arrive Thursday, remember I am leaving Friday morning! Thursday it arrives, I install it and it is also defective. Since I had been reading about the function of the relay, I simply made a small wire with 2 male spade clips and bypassed the relay. I now have working cruise control and there is still almost 10 hours before I'm leaving (no last minute stuff here!).

Friday morning about 6am Theresa and I hit the road for Denver. We drove a little bit over 600 miles to St. Charles, MO., where we spent our first night. The car did OK but it did worry me. The valves clattered at speeds in

excess of 60mph, the gas mileage was only 19mpg, the tires were a little out of balance, noticeable at high speeds and the AC was not as cold as it should be, but it was keeping us comfortable. Nothing that would keep us from getting to Denver (I hope).

Saturday morning I backed off the timing just a little and we headed out again. This time headed for Goodland KS, another 600+ miles and almost into Colorado. The valves continued their noise and the mileage was still bad, but the little Hornet trudged on. The cruise continued worked all the way across MO, but shortly after we passed into KS it quit. I didn't realize it at the time but I also had no blinkers or windshield washers. We stopped for lunch at the Brookville Hotel in Abilene KS. They only serve one thing, fried chicken. They bring you half of a chicken along with all the fixin's and desert. If you ever happen to be traveling that way, it is worth the stop. We made it to Goodland with no further problems.

Sunday we slept late because we only had about 200 miles to go to Denver. We departed and everything went fine until we made the turn off I-70 to I-225, about 9 miles from the hotel. This was our first test at altitude and the car sputtered a little bit when I slowed down. It continued OK until we got off on the exit, where it promptly quit running. With a little coaxing and keeping my foot on the gas, we were mobile again. We turned left off of the exit and drove by the hotel unable to determine how to get there, even though we could see it. I made a u-turn and the car stopped again. I got it going back toward the hotel and just as I passed it Theresa said, "The sign at that exit said access to hotels and businesses. So I go to make another u-turn but the car does not want to run. I pulled off into a parking lot and leaned the mixture on the carb and it seemed to run better. Back down the road and another sign for access to hotels and businesses, that we noticed just as we went by. One more u-turn, followed by exiting where we saw the first sign and we made it to the hotel. The car had quit running 2 more times during this and would not idle. I also noticed that in the approximately 4 miles of u-turns the gas gauge had gone from 1/8 tank to dead empty. It still had some gas but I was scared to even try to get to a gas station.

We checked into the hotel and while we were debating what to do next Bob Kenworthy called. It was still 2 weeks until the show and we were to leave the car at his house while we did some traveling in a rental car. Bob rescued us by bringing a can of gas. We put that in the car, did some additional adjustments to the carb and drove down to the gas station to fill it up. Apparently the car had been running so rich to gas was coming over the top of the carb and that is why the gauge dropped so quickly. After these last adjustments the car ran fine.

That night we dropped the car off at Bob's house and he brought us back to the hotel. My parents also arrived, after flying in and taking the shuttle to the hotel. We left the next morning in a rental car to visit Arches National Park, Natural Bridges National Monument, Bryce Canyon and Zion National Park in Utah as well as the North rim of the Grand Canyon in Arizona. We arrived back the next Sunday and spent the next 3 days exploring Colorado including Rocky Mountain National Park. Thursday night we took my parents to another hotel to meet up with a bus tour and continue exploring the country.

Thursday was also the big day that started all of the show events. Thursday morning we headed to the Rambler Ranch. This place is awesome and deserves a story of it's own, so I will give it one. Thursday evening there was a cruise-in, but since we had to take my parents to the other hotel we had to pass. By that night the place was full of cars and AMC people and I had a blast meeting friends, both old and new. I saw a few people that you might know, Rita Allen was there with her 2 daughters and her sister, and George Doughtie was there, no AMCs among this group, Rita drove her van and George flew in. I also ran into Bud Turner and Bobbie Mistretta, they, of course, drove down in Zippy.

Friday was the swap meet. The swap meet was fairly large with numerous vendors selling both new and used parts. I didn't find much that I needed, but I think that has more to do with the fact that I just didn't need much. I walked around 2 or 3 times, purchased a few small detail items that I needed for the Hornet and proceeded to cleaning and

detailing our American Cup car. This lasted until about 3pm when it just got too hot and Theresa and I were both exhausted. We went inside showered and just chilled a while. That evening around 7pm we were back detailing the car, until dark.

Friday night there was a drag race for the AMC cars. Even though I believe that the Hornet could have done the quarter mile in under 30 seconds and probably reached speeds in excess of 50mph, we chose not to enter it in the race. As a matter of fact, we had so much detailing to do that we didn't even make it to the race. One thing that was to occur was the first ever head to head race between the Drag-on-Lady car and Pete's Patriot. Lou Downing was driving Pete's Patriot but Shirley Shahan was not driving her car. The result of the big race was that Pete's Patriot threw a rod out the side of the engine, so needless to say the Drag-on-Lady won by default.

Saturday the big day arrived. It was hot early and the show was on concrete, but it was not unbearable. We pulled the car out and did some last minute detailing and then it was time to go judge other cars. The temp reached the high 90s but the humidity was low compared to Atlanta, so it was tolerable. The team that I was on judged a little over 20 cars. We judged for a while, got pretty hot, so we took a break inside the nice cool hotel. Then we finished around 1pm and ate some lunch. I finally had time to look at a few cars (other than the ones that I judged).

Saturday while at the show, I had another chance to talk to Terry Gale, owner of the Rambler Ranch. Terry had expressed interest in the three Jeff's Hornet. We discussed the fact that Theresa and I would have to fly home and that if he could get airline tickets using frequent flyer miles, that the car could be sold cheaper. I had a figure in my head that would be enough to make all of us happy (not ecstatic, but happy) and Terry quoted that exact figure plus the two tickets. I simply responded "Done".

There were several notable cars at the show including the Drag-on-Lady car, along with its driver Shirley Shahan. Pete's Patriot drag car, along with its driver Lou Downing was also there. Additionally on display was the 1st AMX/3 built. The car never had an engine or transmission and was simply made to be pushed around and displayed at shows. The AMX/3 was not in great shape, but the new owner has plans for a full restoration.

Saturday night was the banquet. They had a nice meal, and several door prizes given away. Most notably a sofa, made from the back end of a Rambler with the cushions in the trunk area and working taillights. It was painted to look like a SC/Rambler and the cushions were done in red, white and blue, it was beautifully done. Next we listened to some great stories from Shirley Shahan and Lou Downing, they were very laid back and very entertaining. Finally the awards, as expected the Hornet garnered an award for participating in the American Cup, but did not win. Bud and Bobbie (and of course Zippy) finally won a gold award and advanced to the senior division. This was long overdue, and Zippy and owners were ecstatic.

We stayed in Colorado until Monday, because we couldn't get airline tickets for Sunday. Monday morning we packed up the Hornet and drove to Terry Gale's ranch. He loaded our luggage into a four door Matador and drove us to the airport in that car. He was extremely gracious and just a genuine nice guy, the Hornet is in a good home. We flew to Atlanta where Jeff Reeves picked us up and delivered us back home two and a half weeks after we began this journey.

All in all the Colorado club put on an excellent show. There was somewhere in the 150 car range and the cars were all gorgeous, the quality of cars seems to get better every year. My congratulations to everyone involved in this show for a job well done.

We Still Need Members To Collect Door Prizes For The Car Show

Please contact George Doughtie With What You Have..

grdamc@comcast.net Or 770-886-3080

Tech Tribulations...

...by Steve O'Neal

69 AMX Door Windows on Black car, Part I

This activity will likely be repeated on the red car when I forget how much trouble it was. Of course I started thinking this would be a window alignment job and the first thing I found was the glass on both sides was loose in the rear track which likely isn't news to anyone that has the glue in design, so the work started. I figured out how to release the tracks and pulled the window out of the door. I started to clean the trash out at bottom of door and found the factory undercoating on the backside of the door skin was badly cracked, chunks falling off and could see rust. I gutted the doors for access room, rebuilt the door pull pivots, the window rollers cleaned, checked & lubed, missing parts replaced then the work started. BTY, how do parts fall off the window mechanisms yet they are not in the bottom of the door? The "glue stuff" in the window tracks wouldn't even budge without severe hammer and chisel attack so I got my dremmel out and with a metal burr ground out the material, what a mess but I'm down to bare metal now. I got some 24 grit sanding discs for my angle grinder and after several hours sticking my hands in the only 2 holes I could fit in I got all the undercoating off the door with minimal personal damage. I was lucky, no rust pitting so it and the seams got a coating of rust reformer. I installed the track connecting bar kit and took my diamond burr and etched the glass where they glue in the tracks so at least the adhesive would have something to stick to this time.

I had several people recommend that I just buy the new glass that bolts in so I thought since I was going to be out the money anyway I would first try to drill the holes with a diamond burr. Well, even carefully following many internet instructions on how to drill glass, you apparently can't do it once tempered so after the cleanup new glass was ordered.

I am out of state now and only have 1 weekend to install glass, align, install new door panels and clean up both cars before the regional show, may not make it and have to take a points hit but when I get complete I will write part II.

Swap Meet...

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

By email: peachstate@classicone.com

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

For Sale...

- I am contacting the club to see if any of your members would be interested in a 1965 330 Rambler wagon and a 1965 220 two door. Both are in need of restoration, but both also contain many good parts including all glass. The wagon is on rollers, I was in the process of restoration. And the 220 is located under my pole barn where I last parked it a few years ago. At this time my health does not permit me to work on them, but I do not want to call the local salvage yard to have them hauled away. **The price for the two vehicles are \$0.00 to the right person.** I am selling my property and will need them to be removed from my garage and barn. The cars are located near Waynesboro, South of Augusta. Joel A. Trainor. Phone 706-339-9632 Email: Joel.A.Trainor@sas02.usace.army.mil

Pictures

Ebay Ad For Headlight :)



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