



The Red Clay Rambler



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

Well it is June already and boy is it **HOT**. Before I bought my last AMC this past September I promised myself if I got another car it would have air conditioning as my AMX does not. But promises were meant to be broken and I did purchase a car without A/C—darn it. I guess when we think about reliving our youth we forget how much the older person we now are likes the creature comforts of life. Guess it is my version of Richard Simmons's "Sweatin to the Oldies".

I have only done a couple of car shows so far this year, all with my Javelin AMX. Most of the shows have been south of me and one thing I have noticed this time around that the closer to civilization I get the more newer cars are at the shows. Seems up here in the mountains most car shows are the ones we like, the classic cars, say 1979 and older with just a stray new car here and there. The last show I attended in Kennesaw there were 10 newer Corvettes (2000 and up), 6 Vipers, numerous new Mustangs and of course a slew of new pickup trucks as well. While I have won awards at these shows lots of folks have not. I am not putting down the new cars but we all know what it takes to keep an older car on the road, looking good enough to show it to others. Lots of blood, sweat and tears (saw them perform in NYC 38+/- years ago, but I digress) go into the work of restoring older cars so sometimes it seems a bit unfair that a new car, no special things about it, wins over the old. I do however appreciate some of the new vehicles, like the unique Chevy pickup, the SSR. You may see one at a show but I doubt if you will see two, not many newer cars are that unique. Maybe one day I will take my wife's Mercedes 2005 SLK as I have not seen one of these at a show ever but I doubt it, I'm an old car guy (or is that I am just old?). I am sure there are other exceptions but that is what comes to mind right now. These, of course, are just my views and I realize that without the participation of the newer cars the shows would be smaller. Maybe perhaps some of these new car owners will catch the restoration bug like we have and trade that 2005 Vette in for a 1965 Vette, only time will tell.

I never realized the dilemma I would be facing when I bought my last car and I never gave thought to all of you who own more than one "classic" car. How do we choose which one to take when we go out to a cruise in or a car show? So far I have taken my Javelin AMX as it is new to me and the 4 speed is fun to drive. But then I get home and look at the sad face of the AMX (yeah, I know what you are all thinking) and I feel bad. After the newness of the Javelin wears off I will rotate between the two whenever possible. I never thought about it before but while there were fewer 2 seat AMX's made than 71-74 Javelins you see even less of the Humpsters at a show, I have only seen one in the 3+ years I have been doing this. I did run into both, sort of, at a show in May in Blue Ridge. After I parked my Javelin AMX two cars over a green 68 or 69 Javelin pulled in. I went to register and on my way back I see a '73 Javelin—the same car! It was a hybrid, but not the ones in the news these days. Just like Dick Teague had done to try to keep the 2 seat AMX alive by combining the front clip of a new Javelin to the rear of an older AMX, this person had done the same with his Javelin. Kind of weird looking for my taste however. On thing for sure, I will **not** be getting a third car, that would be way too confusing for me (and I could not afford the divorce lawyer if I did).

Please remember to book your room at the Hilton for our show in September and get your registrations into Jeff Barfield also. We are the host club so let's be the leaders in getting on board with this. After our meeting at David's I will send out a list of who is doing what for the show. We always need help so if you can spare a little time please throw your hat in the ring and help out with the show. One thing we will do this year that we did not do last year is have drinks there for everyone. I will be bringing both of my AMC cars so I cannot manage this, is there

someone who can step up and bring the drinks and some coolers? If so please drop either Jeff Barfield or myself a note.

Current Renewed Members...

...by Ron Waters - Membership Chairman

Robert & Bonnie Reed renewed for 5 year (2008-2012)

Carol & Louie Lanthrip and John Garza renewed for 2 years (2008 & 2009)

Steve Abercrombie, Rita Allen, Jeff & Teresa Barfield, Julie & Jerry Belk, Andy Campbell, David Campbell, George & Libby Doughtie, James Graubard, Alan Gray, Doug House, Mac Kemp, Mike Martinoff, Arthur Miller, Tracy Noeth, Steve & Karen O'Neil, Jeff & Geneva Puras, Bob & Terri Reno, Kevin Smith, Steve Stull, Bill Ward, Ron & Pam Waters, Mike & Cathy Williams, Jeffery & Lynn Younkin.

If you have renewed and are not listed contact Jeff Barfield at jrbarfield@comcast.net or Ron Waters at peachstate@classicone.com or call 770-413-9126.

Sorry.. this will be your last newsletter if you do not renew your membership soon.

Road Atlanta in a Javelin...

...by Jeff Barfield

On May 17 Theresa and I headed up to Road Atlanta in Braselton, GA. We got an early start but had to make a hospital visit in Gainesville, before getting to the track. We arrived around 11:30 and put the Javelin in the show. The parking lot was full so we were relegated to a lower parking lot with fewer cars and fewer spectators. We ate lunch and walked around looking at a myriad of nice cars. We ran into Gary and Carolyn Stokes showing their beautiful 1970 Bid Bad Blue Javelin. The only other AMC was a 1964 Rambler station wagon that featured a Chevy engine with a large blower sticking up through the hood. The wagon won the trophy for best car that Year One doesn't make parts for (they call the class "other"). We walked over and visited with Jeff Reeves for a while and the day was gone and I had not done my parade laps around Road Atlanta.

On Sunday the 18th I decided to go back so that I could do a few "parade laps". I went back in and parked my car on the show field. This time I made it on the main show field since there were only about 1/3 of the cars from the previous day. I watched them give out the awards, ate lunch and then went to see Jeff again. I stood and watched as professional drivers gave people with an extra \$50.00 a ride around the track in a race ready car, at track speeds. Between my tendency to get motion sickness and my lack of an additional \$50.00 I did not take advantage of that opportunity.

After watching for a while I pulled my car around for my 3 parade laps (this usually costs \$25.00 but thanks to the

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free pass from my friend Jeff Reeves it cost me nothing). I was expecting that a "parade lap" would entail a chance to drive around the track at a leisurely pace and just see what the track was about, boy was I wrong! We certainly never achieved race car speeds, but we did reach speeds above any posted speed limits in Georgia. I don't know how many of you have had a chance to drive around Road Atlanta, but it is a road course, with multiple turns in both directions, not just some big oval. Some of those turns come up just as you top a hill and you can't see them until you are there, thank goodness the pace car driver was there to guide us.

On our first lap, we took it pretty easy and some guy in a Mustang decided we weren't going fast enough and passed the line of cars until he reached the pace car. At the end of the first lap we exited the track and the Mustang was invited to leave. The rest of the line went back out and took three more laps, each one increasing in speed. Going through those curves at the speeds we were traveling was a blast. I can't tell you how fast we were going, because I was too busy watching the road, to look at the speedometer, but I can tell you that on the last lap in the final straightaway I reached 90mph. Granted we weren't going race speed but these weren't like any other parade laps I've ever been on. I can't wait for next year's Year One Experience.

Team AMX Returns Famous Former IMSA Spirit To Big Time Racing... **...by Jeff Puras**

Last month TEAM AMX traveled to Roebing Road which is near Savannah, GA for a NASA event. The Spirit needed a few upgrades after it's rest from the track. A new exhaust system and a few service items later the car was loaded and we headed for Savannah.

Our track partners for the weekend were Ken Goldwasser and Brad Hurley, both fine racers and all around good folk. Naturally, they do race an off brand but we don't hold it against them at all. Our weekend at the track started with getting the car through tech inspection which went off with out a hitch. The next step was getting 5 new tires mounted up (track delivery works great) and practicing getting in the car. That sounds funny but with a new window net system, head and neck restraint system, new harness, and cool shirt connections all new to this car you have to try everything on for size. I didn't get my helmet set up for radio in time though. I ended up needing it too.

We were entered in the fast Super Unlimited 2 class. That was sort of a default choice since we weren't sure what class to enter. Our race group was the Thunder group. NASA has Thunder and Lightning for their race groups. Thunder mostly big bore fast cars and Lightning smaller cars generally. Practice and qualifying went off quite well and the old Spirit felt just great. We were still getting used to the car with the new tire were using but noticed a slight misfire in the turns. The race unfolded without anything remarkable happening. Translation: All cars and drivers un-scuffed. We still had the little misfire and decided it was caused by my fantastic cornering speeds which the car had never experienced before with the previous tires we had been using. A little carb problem but not a big deal. We finished in 36th place out of 57 cars starting. Not bad for running with a group full of Z-06 Vetts, Cobras, Mustangs, and a bunch of those *furrin* beemers and Porches and the like. So we were all pleased with our selves and headed for the friendly confines of the Pooler, GA Red Roof Inn.

Sunday morning dawned bright and clear and off to the track for the mandatory all hands meeting. Then back to the car to prep for the days fun! Qualifying didn't go well do to the misfire getting worse. So we adjusted the carb to cure the problem or so we thought! After talking the green flag for the race it was immediately apparent we adjusted the carb the *wrong* way and made matters worse. The first couple of laps weren't too bad but as the tires came up to temp and started getting nice and sticky the Spirit was doomed. The misfire was so bad the car was almost shutting off in the corners. Not a good thing. So after only 4 laps it was time to call it a race and head for the pits. Sadder but wiser. The old carb we had served us well for many races but with our new found performance it just wasn't up to snuff. A new unit is on the way and will be installed soon! Oh, for us gear heads, the new carb is a nice Holly 600, double pumper, 4 squirted, triple throw down mechanical secondary throw the choke away rejettted go faster than we need to go good deal! All for just a little 258 CI straight six.

Our next race will be with NASA at the Carolina Motor Sports Park in Kershaw, SC. It will be a 3 day event for us since we plan to do the practice day on Friday. It is the weekend of July 11, 12, 13. We're looking for another fun weekend at the track. Come along!

Upcoming Meetings...

June

Our next meeting will be at David Campbell's shop "Campbell Tire" in Alpharetta on June 22nd at 2pm. David will have two of his employees there to help out with our AMC's. As he said "first come, first serve". I hope to have the Javelin's front end aligned while I am there. Here is the web site for his business: <http://www.campbelltirecompany.com>

The address of his shop is 502 N. Main St., Alpharetta, GA. Directions are:

From the North take GA 400 to exit 11 (Windward Pkwy). Make a right onto Windward Pkwy and go 1.2 miles. Turn left on North Main St. and go 1 mile to David's shop, on the right.

From the South: Take GA 400 north to exit 9 (Haynes Bridge Rd). Turn left on Haynes Bridge Rd and go 1.6 miles and turn left on Academy St. and go just .1 mile (one tenth of a mile!!) before turning right onto North Main St. Go 1 mile and David's shop will be on the left.

August

Our August meeting will be held at Jeff and Geneva's Puras' house in Dacula on Sunday August 17th at 2pm. This is an important meeting as elections for officers of the club will be held at this time. I encourage all to please attend this one, you would not want to be elected without having your voice heard. Their address is: 423 Four Seasons Court, Dacula, GA. Phone number is (678) 376-8901-home and (404) 234-6975-cell.

From the South: I-85 North to Hwy 316 east toward Athens. One Hwy 316 for a few miles you will watch for Brisco field (Gwinnett County Airport). Soon after you will pass Hurricane Trail and the next turn will be Fence Road. Make a left on Fence Road and go 3 miles to Four Seasons Court. Turn left onto Four Seasons Court, house is 2nd on the right.

Don't think anyone is coming from the north.

NORCROSS CAR SHOW...

... by Karen O'Neal

Steve and I attended the annual Norcross Car Show May 17th and had an outstanding time. The car show is set in the lovely little town of Norcross with a park, plenty of restaurants, shopping and tree lined streets. The weather was gorgeous! There were so many nice cars there that I don't know how the judges choose the top 25. Since Norcross has a little something for everyone, we thought it would be a great show for the club to attend next year. The only other AMC was a Rambler station wagon owned by Doug. He mentioned Jeff B.'s name and said George had done some work on the wagon. He plans to get involved with the club, hopes to attend the meeting in June and even mentioned being able to host a meeting at his house. When I told Jim about meeting Doug, he started making plans to elect him as our next President! Another acquaintance of George's, Don Thompson, stopped by as well. This is the second car show Steve and I have attended this year and both times ran into Julie & Jerry Belk's Corvette Club. We are spending more time with their Corvette Club than they are!

Upcoming AMC Events...

July 1st to July 6st, 2008

2008 AMO International Convention

Car Show and Swap Meet

All AMC Cars from 1958 to 1988 including: Ambassador, American, AMX, Classic, Concord, Eagle, Gremlin, Hornet, Javelin, Jeep, Marlin, Matador, Metropolitan, Pacer, Rambler, Rebel, Spirit.

Hosted by AMO PLUS of Ontario

Being held in Kingston Ontario

Expecting Participants from around the world

Host Hotel is: The Ambassador Hotel & Conference Center

Contact: 1-800-267-7880 or 613-548-3605

Pre-registration for Show & Pre-booking of Hotel recommended

For more information visit our website: www.amontario.org for full details or Contact: Don @ 613-372-5101

10th Annual AMC Southeast Regional

Atlanta, GA

Saturday September 27, 2008 9a.m. – 4p.m.

Hosted by Peach State AMO

Show is open to all AMC, Rambler, NASH, Hudson, and all other marquees that eventually formed AMC
Club membership is not required

Peach State AMO would like to invite everyone to attend the 10th annual all AMC car show. This year we will keep it low key and simple. Come see all of your old friends and enjoy the Southern hospitality, Atlanta style.

Event Location: Hilton Atlanta NE, Norcross GA

Host Hotel: Hilton Atlanta NE 5993 Peachtree Industrial Blvd, Norcross GA 30092 770 447-4747

For reservations: Call the host hotel at 770 447-4747 or call 800 HILTONS and mention the American Motors Owners Association for the special rate of \$89.00 per night. Reservations must be made prior to September 5, 2008 to guarantee the special rate.

For more information and registration forms contact:

Jeff Barfield - 394 Creek Crossing Ct. - Grayson, GA 30017 – 770-466-8463 Email: jrbarfield@comcast.net

Jeff Puras – 423 Four Seasons Ct. – Dacula, GA 30019 – 678-376-8901 Email: amx@mindspring.com

Registration forms and information also available on the Internet at: <http://www.peachstateamo.com>

Pain at the pump? A few suggestions...

...by Jeff Reeves

Given the recent meteoric rise in gasoline prices, I'm sure we've ALL felt the pinch on our wallet every time we have to stop at the local Gas-n-Go. While I really hope the oil market is "in a bubble" and will hopefully burst soon to return us to at least reasonable fuel prices, there is the very real possibility that high fuel prices are here to stay. This affects us in numerous ways. First and most notably, it costs us much more to fuel the daily driver and to do the things we normally don't think about too much: drive to and from work, the grocery store, the doctor, what-have-you. Stacked on top of that is the cost we don't ordinarily see or think about, such as the price of lubricants we use to maintain our cars. Being used to paying about \$1.50 per quart of store brand oil, I recently had to buy some oil to do a change in my Jeep and suffered a bit of sticker shock to see the price of store brand oil close to \$2 per quart. An oil change that used to cost about \$12 will now cost about \$18.

This will strike some people in different ways. Many people will simply say "I've *got* to have it regardless of price" then you'll have those that say "Umm, I've got to buy groceries and the kids need some clothes" and they will thus postpone their oil change.

Not a good idea, period.

I understand that short term economics may preclude people performing regular maintenance on their cars, but right now is the time that we CAN'T skimp on maintenance, whether it's an oil change or spark plugs or something more involved.

Whether it's a daily driver or a vintage AMC, keeping your vehicle in optimal tune is the ultimate key to thrift and efficiency. The less efficient your vehicle's engine is, the more fuel it will consume, and thus cost you more at the pump in the long run. This also contributes to added demand which in turn lessens the available general supply

and causes fuel prices to rise. It's really a vicious circle, but if you're reading this you're part of it.

I'm sure that you've read or heard a lot of these ideas before, but I'll recap a few that bear repeating simply because **THEY WORK!**

Oil change. Some people do it every 3000 miles, but in reality many car manufacturers have an oil change interval of 7500 or even 10,000 miles between changes. I personally do it every 5000 miles—essentially when the odometer shows 5K, 10K, 15K, 20K, 25K, etc. This is fairly easy to keep track of, it's a regular interval, and in most cases it's still less than the vehicle manufacturer's recommendation. It also lessens the number of times you have to buy oil change supplies as compared to a 3000 mile interval. Keeping the oil changed helps reduce unneeded friction in the engine, lessening fuel demand.

Air filter. This is one of the most crucial maintenance elements regarding fuel mileage. If the air filter is dirty or clogged, the engine can't breathe as well and will consume more fuel to deliver the same power. Air filters are usually fairly cheap, so there's really no excuse for not keeping it fresh. You can also buy "rechargeable" filters such as K&N that can be washed out and reused (K&N claims up to 1 million miles).

Fuel filter. This probably ought to be changed every 30K miles or so, although many people have cars with over 100K miles and still have the original filter. A partially clogged fuel filter can starve the engine, and how do you respond to a starved engine? You push harder on the accelerator. It sure doesn't do the fuel pump any good to work harder unnecessarily.

Spark plugs/wires. Follow the vehicle manufacturer's recommendation. An inefficient or less-than-full spark can also increase fuel usage.

O2 sensor. Okay, very few old AMCs have O2 sensors, but I'd just about bet your modern daily driver has a minimum of one. Some cars have up to 4! Most cars have a recommended interval after which the O2 sensor should be replaced. The O2 sensor regulates the rich/lean fuel mixture of the engine and helps it run on the razor edge of efficiency. After a certain period of time, an O2 sensor can get "lazy" and will no longer perform as well. This can cause increased fuel usage.

Catalytic converter. Most modern converters (last 10 years or so) have been redesigned to the point that they really don't impede exhaust flow or restrict power like early converters did. Any of our old AMCs that came from the factory with a catalytic converter have most likely by this time "lost" their converters but if the original is still in place, replacing it with a new, modern converter will result in an efficiency and power gain while still helping prevent greenhouse gases. Modern converters are not much more restrictive than a quiet set of glasspack mufflers, so there's really no performance advantage to removing them (not to mention the fact that it's a Federal offense to remove a converter from a car originally so equipped).

Vacuum hoses. Okay, they're nightmare words for some of us (especially those with a 360 in a Grand Wagoneer). But as many vacuum hoses were prevalent on some older models, the newer models have fewer. Note I said "fewer" as most modern cars still utilize vacuum hoses and lines to a degree. This creates the possibility that a modern car can develop a vacuum leak but the engine computer compensates to the point you never know it, but the leak is causing inefficiency, thus causing your engine to consume more fuel. Whether an old AMC or a new Honda, make sure to eyeball any and all vacuum connections to be sure there are no leaks. Next to a clogged air filter, vacuum leaks can be one of the biggest causes of engine inefficiency.

Tires. Okay, on some cars they might more resemble rubber bands stretched around a rim, but no matter what size they are it's imperative that air pressure be maintained. Make sure your tires stay inflated to at least the amount recommended by the vehicle manufacturer. Many people inflate their tires to the "maximum" pressure shown on the tire sidewall. The less rolling resistance (meaning slack tires) an engine has to overcome, the more efficient it can be. So, keeping your tires properly inflated can not only save fuel but save lives as well—many accidents have been caused by an underinflated tire giving way and causing loss of control.

Junk in the trunk. How much stuff do you have laying around in the trunk and back seat that doesn't *really* need

to be there? You really should have a spare tire and jack assembly, and a tool kit might not be a bad idea. But, that bag of mulch you've been toting around for 6 months might be better off staying at home. Any unnecessary weight adds to the load the vehicle must lug around, so lightening the load helps increase efficiency as well. AC vs non-AC. Some cars have air conditioning, some don't. Some guys say "it's a waste of space and power, while others say "I can't live without it". Whatever your position, it's been proven that AC can help increase efficiency in certain situations. When puttering around town or in low speed stop and go driving, AC kills efficiency. Technically it's better to have the windows down. But, on the highway at highway speeds, it's better to close the windows and use the AC. Closed windows lessen wind turbulence and increase the aerodynamic flow of the vehicle.

These are but just a few of the numerous suggestions you can implement to help lessen the pain at the pump and lessen your overall impact on both the environment and the price of oil.

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...

- 1964 AMC Rambler 2dr hard top, rebuilt V-8 with auto- trans & power brakes. Very straight and solid body, primed and ready for paint. New interior, tires, & breaks along with extra parts. Poor health is forcing this sale. \$4000.00 - Ray Wehunt - (770) 819-1402 7:00 am - 11:00 pm

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