



The Red Clay Rambler



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

Volume 14 Number 4 Aug. 2008

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

Well, not much to write about this time around, it is a long hot summer so far. Last week I brought my AMX up to Ohio to have some work done on both quarter panels and a few other things. Bert Mahan is, from what I hear, very good with AMC body work. You may have seen his work in last August's Hemmings Muscle Machines where the Jim Webb 1970 AMX was featured. (by the way, if anyone is looking for a killer 1967 Marlin Bert has one for sale that will peg you back in your seat big time). I have been wanting to have this work done on my car but been a bit fearful of local body shops who have never seen an AMX, so I think it will be worth it to have hauled it up there. On the way up I did stage a one man car show. About 60 miles south of Lexington, KY I-75 was shut down for about 2 hours. Lots of people strolled by to look at the AMX on it's trailer. I had left my house at 5:30 am and got up to Mansfield, Ohio at 5:15pm. Believe it or not I left his house at 7pm (left the trailer there also) and planned on getting to the other side of Cincinnati (3 hours from his house) before stopping at a hotel, this way I would not hit any traffic in the morning. I figured I would stop when I got tired, but I never did and made it home at 5:30am, as I drove slow to save gas and did not want to wake the wife too early (she gets up by 6am). Looking forward to the trip back up to pick the car up. I plan on stopping by the Floyd Garrett muscle car museum in the Knoxville area to see the cars and check out Barb Valentine's AMX which has been up there now for well over a year, maybe two.

Our June meeting at David Campbell's shop was a success, although most members cars must be running well as only a couple of us took David up on his very generous offer to check over the cars and do some light work if needed. We did sign up three new members that day, Steve Detch, Bill Brown and Ted Turner (no, not that Ted Turner). Also this year we have added members Bruce Griffs, Robert Hollingsworth, Scott McElheney, Bob & Terri Reno, and Steve Stull. Art Miller did join the club but I hear he moved to New York with his project Javelin AMX in tow. Welcome everyone, great to have new blood in the club.

Once again I would like to remind all that the August meeting at Jeff & Geneva's Puras's house will be our bi-yearly election of officers. I urge all to attend not only for that but we need to really get down to finalizing any items that need attention for the Southeast Regional show we are hosting on September 27th, which will only be one month away by that time. I hope by this writing you have sent Jeff Barfield your show registration and have booked a room at the hotel. I know lots of us live close by but these shows are more fun to make it a two day event, or at least a 1 1/2 day event. Jeff Barfield visited with the hotel management and was able to get the room rate lowered to \$79 per night. Also, if you are attending an event tell people who might be interested about the show. I ran into someone yesterday at a show that had a very nice 1966 Rouge and he said he definitely would bring the car to the show.

The information on the 2009 AMO international convention in St. Louis is now available and attached to this newsletter or you can get it from the AMO website. This year they also have limited indoor show space available on a first come, first serve basis. I just sent in my registration for the show as I want to be indoors if possible. If you have not attended a national event I urge you to do so. Great time, great cars, great people and good shopping for parts. If not familiar with AMO car shows, your car is judged by itself, not against others so if at all possible bring your car up there next July, you will not regret it.

The Saga of 'Ol Rusty... ... by Jim Graubard

Well I am looking for filler for the newsletter so I find I must spill the beans on my newest car, a 1972 Trans Am Red Javelin AMX which was quickly named 'Ol Rusty, here's why:

Last September I spotted this car on e-bay and became interested. My first ever brand new car was a Trans AM Red 1973 Javelin so I have always had an eye for one and this car looked nice in the pictures (don't they all?). I corresponded with the seller who was selling it for a widow of a guy he knew from local car shows. He believed the car was in very good condition and even had the prior owner who had done the "restoration" on this car contact him when he saw it on e-bay to discuss what had been done. All looked good and sounded good, so I went ahead and made the purchase. Three days later I made the trip up to Pittsburgh with my trailer in tow. A twelve hour drive got me within 45 minutes of the car's home, so I stopped for the night. When you are hauling a trailer sometimes you have slim pickings of a hotel that you can park in easily. I pulled off the road into a Hampton Inn & Suites. The parking lot was empty, I mean, only one car there. I parked, went inside and found that this brand new hotel had just opened 2 hours before I got there. I was the 2nd person to check in and, of course, my room was brand new with a bed that had never been slept in. This was a really nice room so I thought this could be a lucky trip!

The following morning I headed out to pick up the car and when I arrived at the house it was raining. I looked over the car just briefly, it looked ok inside as well as the outside, but of course it was still raining. I could not really get under it to take a look as these cars are low to the ground. I started it, she seemed to run fine so I headed into the house to take care of the paperwork. With that done I moved the trailer into the driveway to try to load the car. The driveway had some slope to it and with the rain it became a problem. So much of a problem that at one time the car slipped off the ramps, ripped the front spoiler to pieces and also did some damage to the drivers side fender. I finally got it on the trailer, tied it down and I left, not a happy camper. As the day wore on and I stopped for gas now and then I would look over the car now on the trailer and higher up. I could now see more problems that I thought it had, ride home is getting more unhappy by the hour, so I drove right through, making it home in 13 hours.

Fast forward to a week later when I take the car over to Jeff Puras's house to put it on the lift and get a look underneath. OH MY GOD, the driver fender trough is rusted through, lots of rust underneath, lots and lots of patches in the trunk, lower quarters, etc, etc. Now I am really unhappy needless to say. Interior had problems also, seat held up by 2 x 4's, carpet screwed into the floor with 38 screws which meant 38 holes in the floor. Three speed tranny had a problem with 2nd gear. Rust bubbles on the driver side wheel well that I did not see when I picked up the car due to the raindrops. Jeff Reeves, who was also there, thought I should perhaps look for a donor body and transfer all the trim, engine, etc. to it

When I got home I sent the person who sold the car for the widow an e-mail, just saying I guess they had a good laugh when I drove away. I also said I realize that the buyer is responsible for inspection and so forth and it is my fault I did not see the poor condition of this car. I told him it was only money and I can live with that but what goes

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around comes around and they would get theirs in the end. As soon as he read this he called me and asked what this was all about. To make a long story short, he never really inspected the car and thought it was in good condition and, of course, the widow really did not know anything about the car. A week later she sent me back some money, \$1,000. She said that is all she could do as she needed the money (I saw their house and she really did need the money). So now I have four options: Find a donor body like JR advised, sell the car for a lot less then I paid as I would tell the truth about it's condition, part it out, which would be pain or throw a lot of money at it and make it better. I selected door number 4 and decided to spend the money and make it as right as I could.

Off it went to a restoration shop to get the fender trough fixed and a few other frame related rust issues. I had them mount a new front spoiler and fix the fender damage. I also asked them to look at the cowl induction hood as it looked like it had some filler and needed to be smoothed out. They checked it out and found at one time the hood had been cut for a hood scoop and not properly repaired as fiberglass should have been, so more money to fix that mess. Now the driver fender had been painted, the hood had been painted so I said "well we need to get rid of the rest of the T stripe on the passenger fender so paint that also". During this time I had removed the black pin stripe that ran both sides of the car. At one time a 1" x 1" piece of paint came with it revealing the primer. I asked the shop to buff out the shadow left after removing the pin stripe and when they did they immediately went through the paint to the primer. So I said "well you painted the front of the car already you mind as well paint the rest". While it was there I had them rebuild the seats, recover them with covers from Legendary and install the missing headliner.

The car came home the first week of December. One thing I had wanted to do myself was get the cruddy black paint off of the engine bay and return it to it's correct body color. The paint seemed to be a cross between black crackle paint and undercoating. I sanded and sanded, intending on doing this with the engine in the bay. I soon realized I could not and asked George Doughtie if he could pull the engine so I could get at the engine bay. When he said he could I quickly found a AMC T-10 4 speed transmission for it, as a 4 speed just feels more natural then the 3 speed it came with. The car went to George's the middle of December and for the next six weeks I went to George's shop every other day to sand, sand and sand the engine bay, paint the engine and other minor work. I took the hood home where I sanded and sanded and sanded for a month to get the black crap off of it. I then painted the engine bay and hood with rattle cans of Trans AM Red paint I had made. I powder coated as many small parts as I could fit into a toaster oven and got it all back together. George custom made me a Hurst shifter, rebuilt the T-10 (and it needed it!) and reinstall the motor and tranny. We found we needed another slip yoke to make it all work as the one we had was cut wrong but we could not find one. To the rescue came club member David Campbell with the part we needed. Put it on, got the car running and it has run great ever since, thanks David.

The car finally came home for good March 1st so now I get to do my work at my speed. I gutted the interior, put down a roll of FatMat (sound and heat shield), new carpet and installed new speakers under the package tray. I then re-installed the original AM radio which I had converted to AM/FM with RCA inputs for my ipod. All the interior trim pieces were painted and I also installed a tick-tach dash in place of the plain stock dash it came with. I cleaned and painted the trunk, worked on the wheel well moldings and lots of other small items that I cannot think of at this time. When purchased the car was wearing rare machine wheels which had a lot of rust also and I did not really care for them anyway, so I replaced them with Magnum 500's and sold the machine wheels on e-bay for \$900!!!. I recently had to pull out the passenger side back window to fix it and was amazed to find the fender had three different patches riveted on. I then pulled the driver side and found that also had patches riveted in place. There is not a spot on this car other then the roof (I hope) that has not been patched at one time

Car is now mostly finished (do you ever really finish them?). I have taken it to six car shows (small shows) and won top awards at three of them, so maybe the hard work was worth it as the car seems to look and run great. Only time will tell how well the car holds up with all that has been done to it recently and over the years before I got it. All I can say is when you buy a car inspect, inspect and inspect it. If you are not sure of what you are doing drag a friend, ask a club member to go along, hire them if needed. Thanks to George for helping me with this project and

to Jeff R for his advice and timely parts delivery.

At this point you may have tired of my stories of the cars I have purchased and passed on as well. We would all love to hear the story of your car, either one that has been purchased recently or one that has been in your family for a while. Please share your stories with us, we are a club of many so there must be some interesting tales to tell.

Upcoming Meetings...

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.

October

The October Meeting will be held on the 19th at 2:00 at the Galaxy Diner located at 3320 Henderson Mill Road , Chamblee , Georgia 30341. Steve and I have attended several cruise-ins there and, most recently, attended the North Georgia Mopar Club meeting where we discovered several members owned AMC's! The Mopar Club is also holding their meeting that day so it will be a great opportunity to meet other car enthusiasts and possibly acquire a few new members. The diner typically closes at 3:00 p.m. on Sundays but they graciously extend their hours for car club meetings. The owners are wonderful people and the food is great. Check out the website for their vast menu options: <http://www.galaxydineratlanta.com/>. Steve and I plan to be there between 1:00-1:30 to get a good parking space and talk to a few of our new Mopar friends. We hope to see you there!

DECEMBER CHRISTMAS PARTY...

... by Karen O'Neal

Steve and I have hosted the Peach State AMO Christmas party for the past two years. We are happy to continue the tradition (since we decorate like crazy anyway) but we want to be fair and open this up to others in the club that may want to host the Christmas party this year. If anyone is interested, please let us know so that we can include the information in our next newsletter – (770) 638-9674 or mytonka@bellsouth.net. Otherwise, we will plan to host the party again at our house.

Upcoming AMC Events...

**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>

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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