



SoCal amx.net

www.socalamx.net/newsletter

Official Monthly Publication of SoCalAMX

Vol. 2 Issue 1—August 2009

SOCALAMX CALENDAR

Picnic By The Bay

August 23, 2009

Embarcadero Marina Park, San Diego

Coronado Speed Festival

September 26 & 27, 2009

San Diego Naval Air Station

Super Saturday

Saturday, October 10, 2009

Canyon County (Santa Clarita)

Auto Books Coffee Cruise

Nethercutt Car Collection

Route 66 Car Show

<http://socalamx.net/ss.htm>

Roam'n Relics

October 25, 2009

Moorpark, CA

roamnrelics.com/events.html

Las Vegas AMC Reunion 09

AMC Rambler Club Southwest Regional Meet

November 6-7, 2009

Railroad Pass Hotel & Casino

Henderson, NV

<http://snamc.amcrc.com/carshow.html>

Join SoCalAMX so you can automatically receive updates and details of events listed above.

Go to socalamx.net/join.htm

Check out
["socalcarculture.com"](http://socalcarculture.com)



EASTWARD HO, OR 1800 LONG MILES TO ST. LOUIS!

In Kingston, Canada, at the 2008 AMO Convention last year, I made up my mind I was going to drive my 69 AMX to St. Louis this year. Two years ago I attended the yearly AMO event in Denver and at the time thought a 1010 mile trip was a big trip. This time my planning on Google Maps showed this year's trip would be almost twice as long, about 1800 miles each way. With that in mind I left home on Monday morning at 3am promptly, having packed my car the night before. The sun was just coming over the horizon when I got to Baker, where I loaded up my cooler with ice, to cool my drinks I'd need to get through the relentless heat of the Nevada and Utah deserts ahead of me.

Around 8am as the heat was starting to build, but still not too bad, I got stuck in a Las Vegas



traffic jam on the I-15 caused by an accident where 4 lanes were narrowed down to just one, aided by construction work. My car over-

heated and died out and I had to push it to the side to let it cool. 45 minutes later I tried to restart the engine and it fired right up. The traffic still had not let up, but I had only a few more miles to go before I was back up to speed.

After many miles of beautiful desert scenery I arrived in the Grand Junction, CO area around 4pm. So far I had about 750 miles on my odometer, and was planning on putting another 750 miles under my tires on Tuesday, before a short 300 miles on Wednesday to arrive in S.L. But the plan went out the window, I still wasn't too tired so I decided to get up and over the Rockies into Denver and then I'd get some sleep. Well that plan went out the window too. When I got there I decided to keep going until I was really tired. That time finally came around the Colorado/Kansas border at 2am after 23 hours on the road. I pulled into an area with some motels and gas stations, reclined my seat back and fell into a light sleep. I awoke after a hearty hour of sleep and decided it would be hard to get additional sleep at the time so I jumped back on I-70 and continued to head east.

It turns out that Kansas and Missouri are fairly flat. I took a picture of the highest point on my



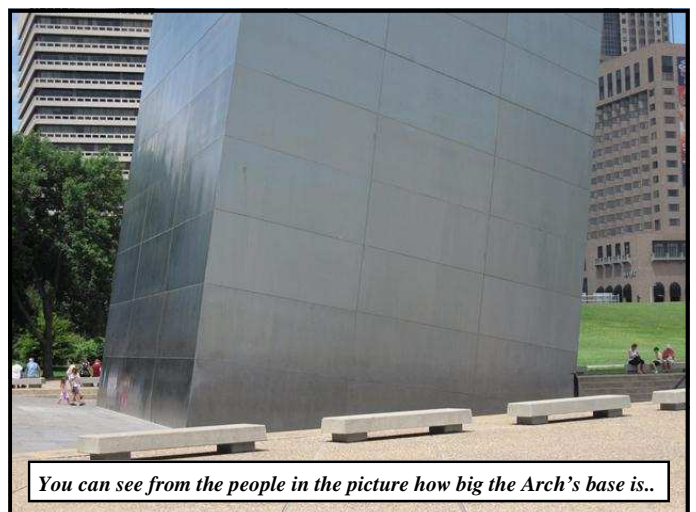
trip east of the Rockies as you can see in the picture. The last 500 miles in Missouri seemed like they'd never end. I stopped to fill up at one stop and get a Dairy Queen ice cream, where I experienced the only rain the entire week, which lasted 5 minutes. Finally after 41 straight hours on the road, except for one hour of

sleep, I arrived in Collinsville, IL at 8pm. Boy, an air conditioned room never felt so good I'm telling you. After dinner at Burger King, I enjoyed falling asleep in the soft, cool bed at Dury Inn.

The next few days I just kicked back, not doing too much while recovering from the long drive from home. On Thursday myself along with three other AMO friends, had a taxi take us into St. Louis and drop us off at the famous Arch. It's quite a sight to see as one stands

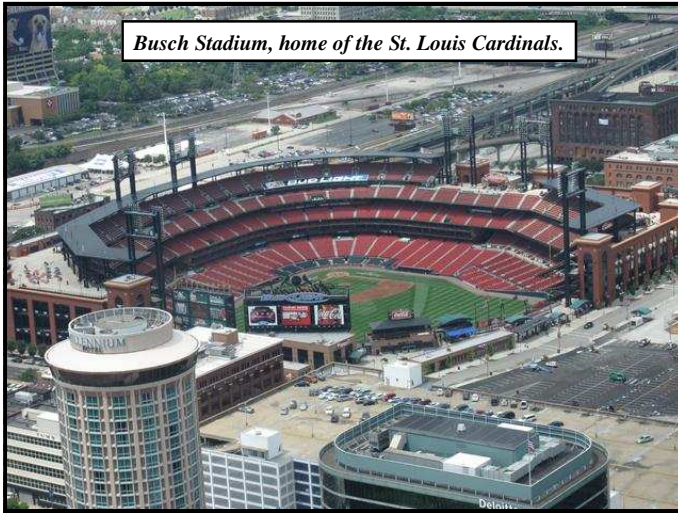


next to it and looks up. The sides are made of stainless steel panels and curve nicely to the top where they meet. I learned once on a cable history channel that when the builders went to hoist the last piece into position it would not fit. The fire department had to spray water on the high side and cool the metal and bring it



into line with the low side. Inside each leg up to the top is a people mover called an inclina-

tor, which is an elevator that can change its angle of climb through out its travel. For a price of \$9 one can purchase a ticket to ride to



Busch Stadium, home of the St. Louis Cardinals.

the top of the Arch and look out the windows there. It's a great view up there, one side looking out over the Mississippi River, and the other over the City of St. Louis, with Busch Stadium, home of the St. Louis Cardinals baseball team, clearly visible directly to the left.

By mid-day Thursday the folks started pulling in left and right after each of their long trips to this temporary Mecca of anything AMC. Both

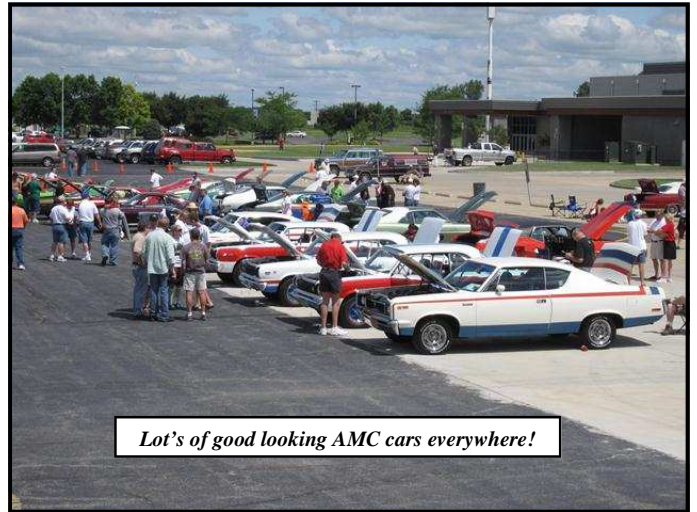


On the way to Friday night's cruise at Bobby's Custard..

Thursday and Friday evenings we had cruises to local diners for food and friendship. Thursday's cruise was to Carvers one block away where on their menu they had "Butter Burgers." I think that means they just cook'em in a lot of burger juice that's not so good for you. Oh well, I'll take a double Butter Burger! Ice

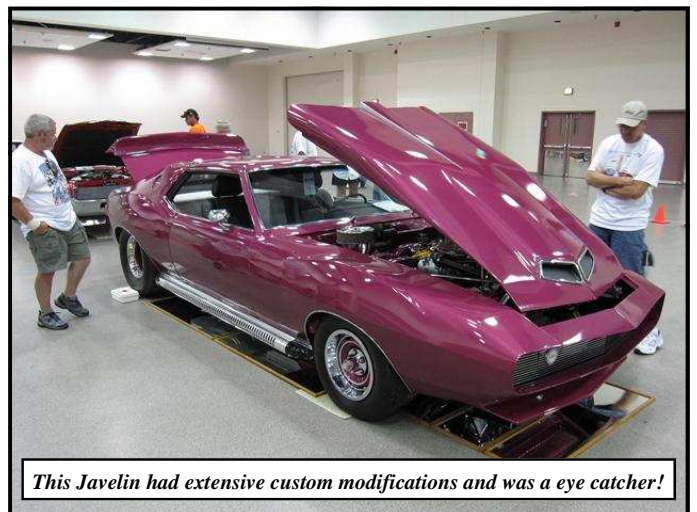
cream was also a big item on the menu. Friday morning was the start of vendor selling and I picked up a few things I needed, including a used but almost new radio antenna, an AM logo tile for below my back window, and a buzzer goodie for the headlights. Mine has never worked since the day I bought it. Hopefully fixing my headlight buzzer won't drive me crazy!

The dawn of Saturday brought the show day alive. People were up early, outside cleaning their cars, and doing final preparations before



Lot's of good looking AMC cars everywhere!

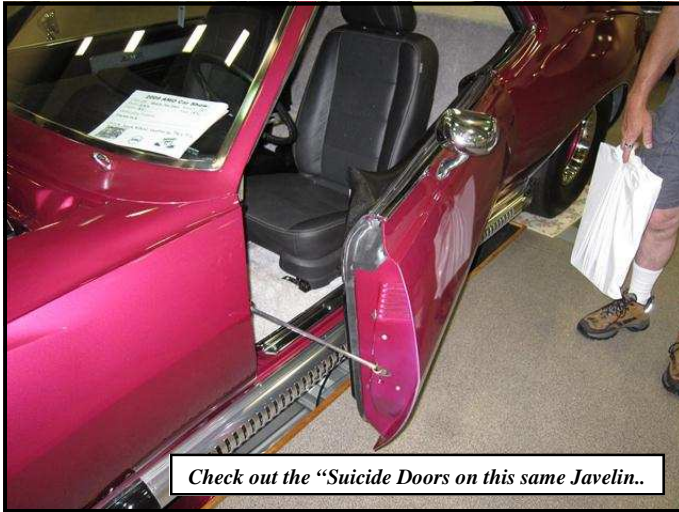
entering the show field. Half of the cars were parked inside of the Collinsville Convention Center, and half outside in the parking lot. The host club of the convention, Gateway AMC, did a fine job of keeping things organized and get-



This Javelin had extensive custom modifications and was a eye catcher!

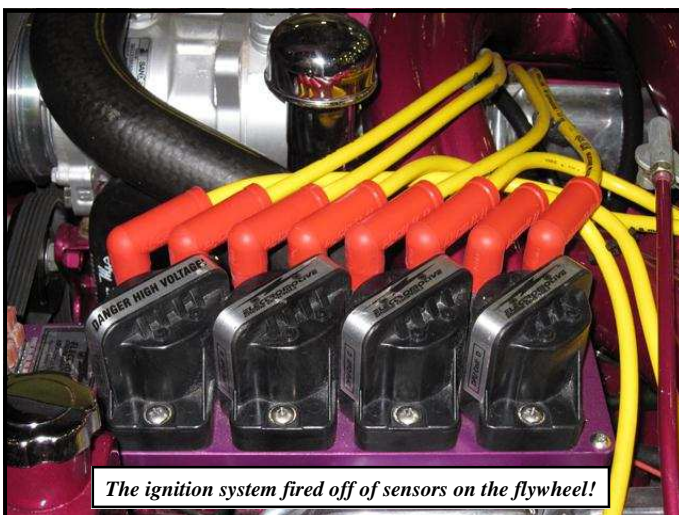
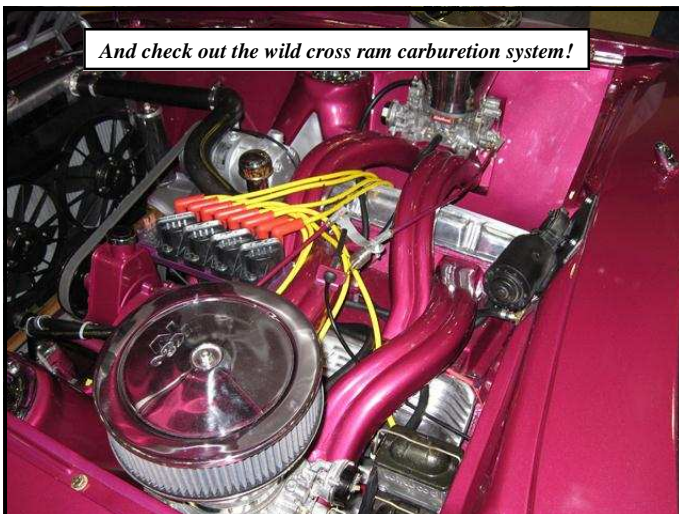
ting the judging smoothly underway. Everyone expected the weather to be hot and muggy, but just the opposite was experienced by eve-

ryone. Record low temperatures in the mid-70's without humidity were welcomed! Ten



o'clock a.m. rolled around and the show was in full swing.

There were somewhere near 250 cars total, all of them sweet heart of cars, all lovingly and



painstakingly maintained by each of their owners. I had the pleasure of taking to one gentleman who told me the story of his car that he



called, Mom's Wagon." He told me how his father had bought the Rambler Wagon new for his mom in the early 60's when he was a

young man. Over the years, as time witnessed his parents passing, he now owned this hum-



What, you've never seen a Hornet pickup truck?



Just another good looking AMX on the lot!

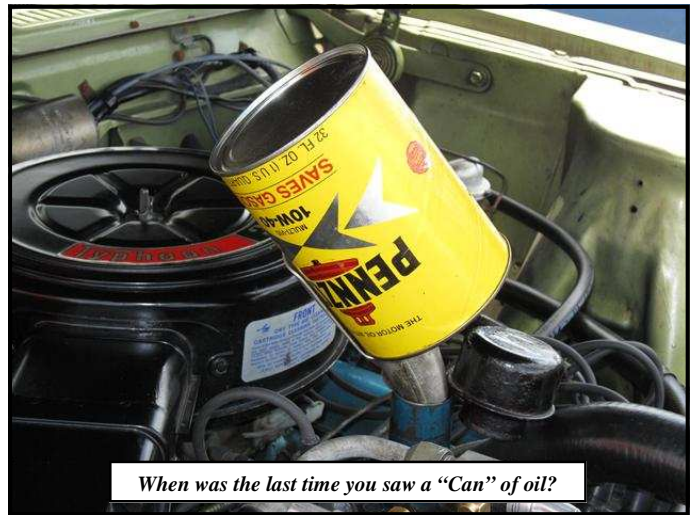
ble little family car.

Check out the pictures of a custom purple Javelin. It's got suicide doors, and some kind of wild cross ram carb setup. There's no distributor, but has instead a system that gets its



One of 8 SS/AMXs on display!

timing from a sensor on the flywheel and fires the coils on top. Also, this year is the 40th anniversary of the 1969 SS-AMX's and they had a reunion of such cars, resulting in 8 SS/AMXs lined up in a row, including Cotton Candy and Pete's Patriot. The #1 Craig Breedlove AMX that set all the speed records in 1968 was



When was the last time you saw a "Can" of oil?

there as well. There were so many fine cars there one would have to see it in person to fully take it all in.

That night was the awards banquet in the hotel's main ballroom. One of the AMO officers announced over the microphone that we'd eat first, then present the awards afterwards. During dinner there was a blink of a power interruption but nobody thought twice about it. As the awards began it immediately became apparent that the power interruption during dinner had killed the circuit powering the microphone and the room's air conditioning. The awards had to be presented as names were hollered down the long room. My car ended up winning a "Gold" trophy in the non-stock class of AMXs.

Also part of the evening's program was having Shirley Shahan, famous for racing the Drag-On-Lady SS-AMX, talk for about 15 minutes on high lights of her racing career. Bruce Nottingham, original owner of the recently sold SS/AMX known as the Sheriff of Nottingham, was in attendance and talked about some of his racing memories.

Because the room was getting way too stuffy

with a lack of air conditioning, everyone was relieved to get out of there and back to our air conditioned rooms. But wait, it seems the power interruption at dinner had done more damage. Now the elevators were out and we had to walk up the stairs (4 for me) to our rooms. And then we found out our room's air conditioners were out too! Aghhh..

I decided to leave St. Louis for home on Monday morning and was rolling by 4am. Of course it was a reversal of the trip east, now going west, once the sun in my face, now on my back as the miles clicked over on my GPS odometer. About 5pm, after 13 hours of driving I was back in Denver, with the same decision to make, keep going or get some sleep. Driving won out as I knew the more miles I put on the road during the cool hours of night the less time would be spent during the hot hours of the day. So I pushed over the Rockies and arrived in Grand Junction, CO at midnight. I tried to take a quick nap and maybe sleep a few minutes but kept waking up so I got back on the road and continued motoring towards home.

I pulled into Mesquite, NV, around 9am, where there were a few Hotel/Casinos advertising a \$30 per night rate. I should have stopped there, gotten some food and watched TV, got some sleep, and enjoyed a nice air conditioned room until night fall. But no, being like a magnet drawn to home, I decided to push on and beat my 41 hour time to St. Louis. As I traveled through the desert areas of Las Vegas, Baker, and Barstow, I was treated to 115 degree temperatures with no air conditioning. It wasn't too bad because it was a dry heat, right? I pulled into town on Tuesday afternoon around 4pm, 36 hours after leaving St. Louis.

I had a great time at the 2009 AMO Convention seeing the friends I have met the previous years. Next year the event will be in Detroit, MI., the year after in 2011 in Sedona, AZ. I hope a few of you will join me there!

For pictures visit: <http://sn.im/amo2009>

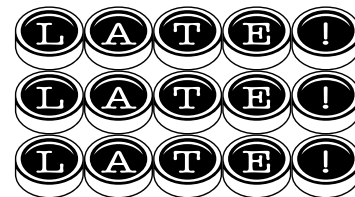
Mark Melvin

Member Spotlight

Now is your chance to be famous! We need volunteers for the monthly "Member Spotlight" article in the newsletter. All you have to do is give up some information on yourself and your car that you think might be fun for the others to read about.

It's easy to do, just go to <http://socalamx.net/memberspotlight.htm> and use the online form to send me the goods. Please send a few photos in addition to mark@socalamx.net to use along with your information about you and your car.

To get an idea of what exactly to say read a few of the recent newsletters for the Member Spotlight articles in them. Go to socalamx.net and click on Newsletter.



Ya, I'm guilty of the newsletter being late. At least the August newsletter is being delivered in the month of August! The good news is that the September issue will only be days away from this one. I'll have the labor day weekend to work on it.

Mark Melvin



2009 LAS VEGAS AMC REUNION

AMCRC Southwest Regional Meet



November 6th – 7th @ Railroad Pass Hotel & Casino

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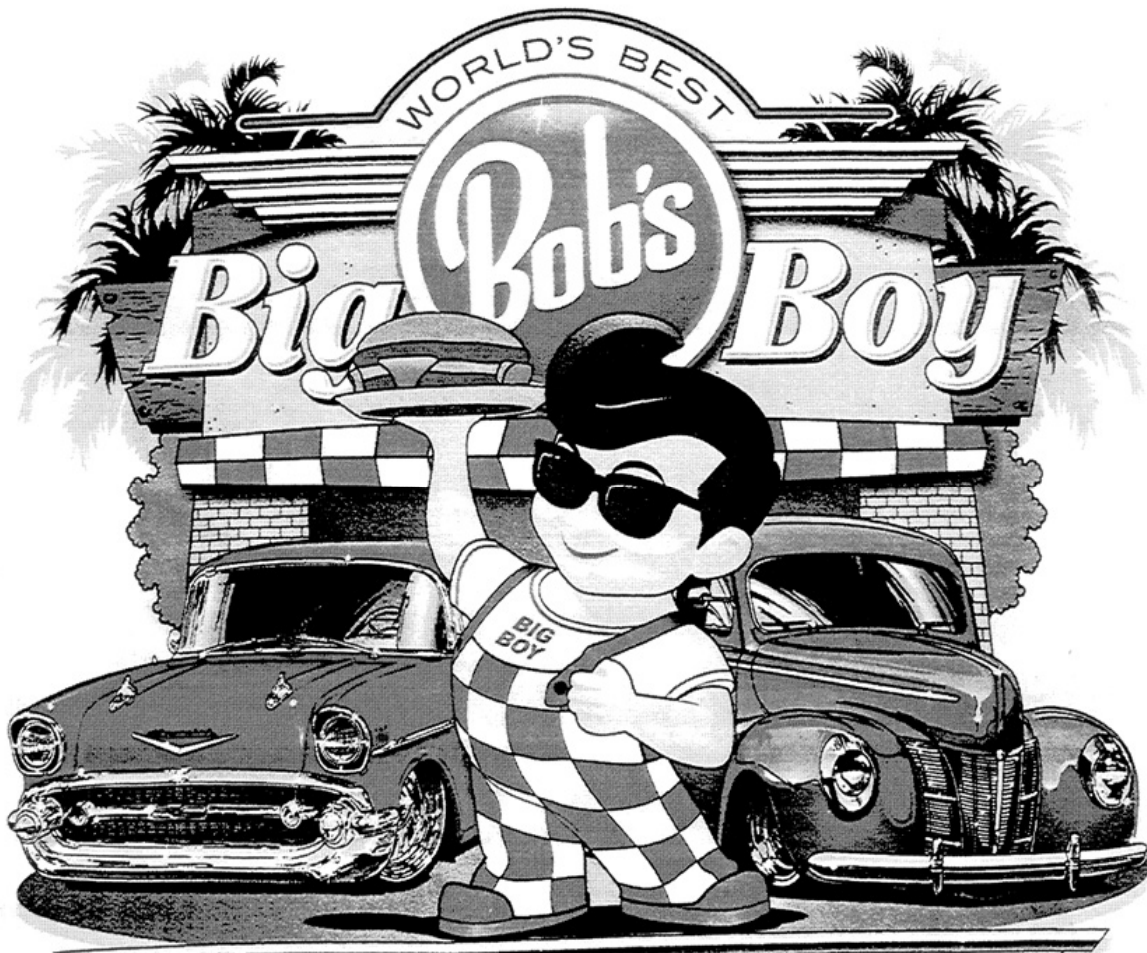
CRUISIN' THE BIG BOY

2nd Sunday

4pm to 7pm

100-A So. California Ave, West Covina

Vincent Ave. off the 10 fwy



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I hope that grabbed your attention. The new SoCalAMX.net monthly newsletter has a nominal cost of \$0.00 per issue due to the availability of Internet delivery. If you have problems downloading the newsletter I will make arrangements with you to send a copy via the United States Post Office, for a small fee to cover postage.

The newsletter is published in the Adobe .pdf format because it can be viewed across all computer platforms such as Windows, Mac, and Linux. You can always download the most current version of Adobe Reader (ver. 9 currently) at their web site (adobe.com). Sometimes, if you're having a problem viewing a .pdf document, installing a fresh copy of Adobe will cure your problem. Adobe's new ver. 9 Reader seems to load much faster than past versions, but be informed the download is about 33 meggy bites!.

The newsletter is available for downloading at www.socalamx.net/newsletter. All back issues will be available as they are published monthly. If you have received a notice for this newsletter and wish to be taken off simply email me at markmel@socalamx.net and I'll get you off the list promptly.

Just think how busy I'll be if articles are submitted to me, by you, members of SoCalAMX? Send all submissions, pictures and text, to markmel@socalamx.net and I'll do my best with them. The deadline for the following month's newsletter is the 15th of the current month.

Mark Melvin,
SoCalAMX Newsletter Editor

SUPPORT YOUR NEWSLETTER

Writers are needed to help support this AMC newsletter. I welcome submissions from each of you who attend the events we go to each month.

You don't need to be a super writer or own a wiz bang word processor program. All you have to do is just send me a simple email as your article text and I'll do all the formatting and spell checking for you.

Please do attach pictures to your email if you have them!

