



SOCALAMX CALENDAR

24th Annual Burger Run

January 8, 2011
Vista, CA

<http://www.burgerrun.info/>

5th Annual "West Coast All AMC Car Show"

Saturday, May 21, 2011
NHRA Museum, Pomona, CA
Hosted by SoCalAMX

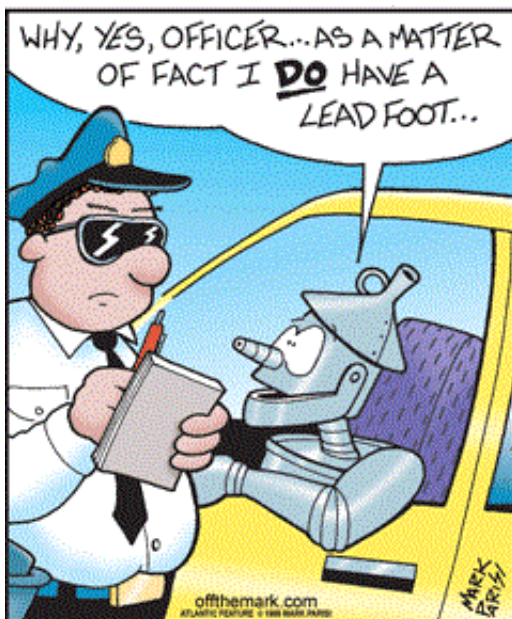
2011 American Motors Owners National Convention

July 7-10, 2011
Sedona, AZ
Hosted by the Cactus Cruisers
<http://www.amo2011.org/>

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

Go to socalamx.net/join.htm

Check out
"socalcarculture.com"
for listings of shows in S. Cal!



FIVE SPEED!

I bought a Keisler TKO-500 kit back in April of this year but just now got around to installing it into my 69 AMX. Overall the process over two weekends went well, although it could have gone much worse at the same time. I was lucky to have a mechanically talented uncle working with me to smooth over the few rough spots.



The main hiccup was the pilot bearing supplied by Keisler. It fit the trans shaft of course, but was too big for the AMC 401 crank. A trip to the local parts shop got us a new pilot bushing that appeared to be good, and we installed it. When it came time to stuff the trans into the hole it stopped about 3/8" from the bell housing. No matter what we did we couldn't get the trans in any further. It was dark, cold and windy so we gave up for the weekend. During the following week we discussed what the problem could be and we ended up deciding that



the pilot bushing was probably an incorrect size and was compressed inward ever so slightly.

After taking precise measurements of the input shaft and looking at a drill chart we decided that running a 19/32" drill bit into the bushing would clean out anything in the way and give us about .004" clearance. It worked, the trans popped into place on the first try. For the money I paid for this trans kit the least Keisler could have done was to put the correct part in the box, even if it meant getting a bearing custom machined.

The second problem, not Keisler's fault, was the two alignment dowels in the block to align the bell housing to the block. The ones in my car were too short and were useless. My uncle had to fire his lathe up and make two longer custom dowels which worked great.



The Keisler custom off-set shifter came up through the shifter hole towards the back. We took a close look at it and discovered that all we had to do was unbolt two screws on the top plate, rotate it 180 degrees and bolt it back down. Wham, the shifter then came up right through the hole dead center--no cutting of the tunnel.

We raised the trans up so it was almost touching



the bottom of the tunnel but not quite, to avoid any vibrations. We had to add a 1" spacer between the cross member and frame on each side, and had to add two slotted holes to the cross member in the front to bolt up to the rubber isolator on the trans. The front of the drive shaft required a different sized u-joint because the yoke on the tko-500 was bigger. The rear u-joint was also replaced, and just in the nick of time. The needles had already fallen out years ago and were in bad shape.

The drive line angle might not be perfect, but looking at it realistically I'll probably drive the car less than 20,000 miles in the next 20 years and the u-joint life time won't be an issue. We did not have to cut the drive shaft. We just changed the u-joints on each end.

Going for the test drive was great. My car hasn't shifted so smoothly in years, and it'll get better as it breaks in. And hitting 5th gear and hearing the rpm's drop way down was way cool.

I plan on driving my AMX to Kenosha next summer for the big meet there. This new trans will make driving much more enjoyable!

MARK MELVIN



Las Vegas AMC Reunion

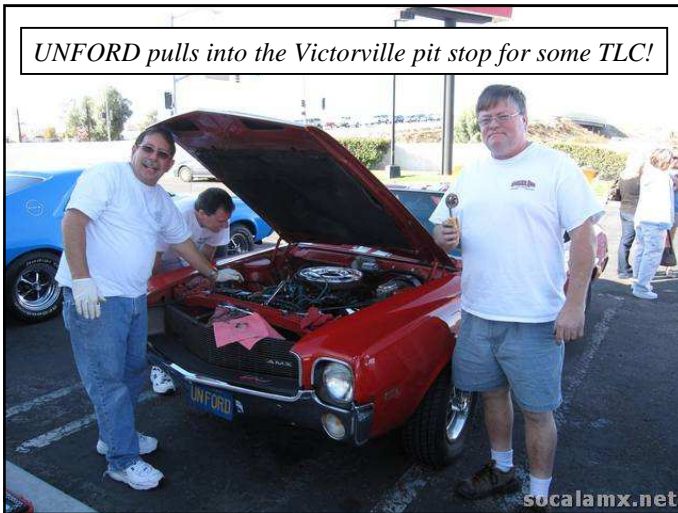
Friday, November 5th, the start of the weekend for the trip to the annual Las Vegas AMC car Show, didn't start out so well for me. There I was chugging up the hill through the Cajon Pass and the water temp gauge in my AMX was climbing too! I more or less coasted down the other side into the McDonalds parking lot where we planned to meet before convoying to Vegas. I shut off the engine and steam and coolant spewed from the radiator! Not a good way to start a trip. I guess I had gotten a tad



The Playmate AMX "Angela" on her road trip!

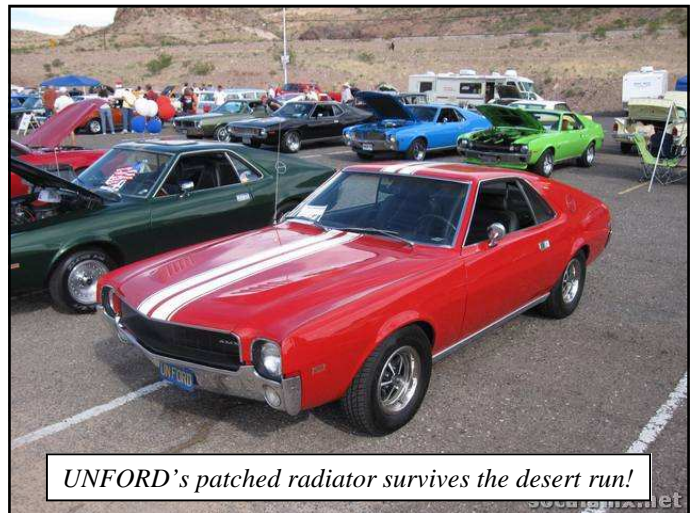
socalamx.net

pitched in and helped me get back on the road. While one team ran a mission to the auto parts store to get materials the others worked to remove the radiator. The radiator was driven across town to a radiator shop and had a few



UNFORD pulls into the Victorville pit stop for some TLC!

socalamx.net



UNFORD's patched radiator survives the desert run!

socalamx.net

complacent on how good and reliable my engine was and forgot to do some routine maintenance.

But thanks to the team spirit and good heartedness of the others in the group they

holes filled and was rushed back to be re-installed. All of this mechanical mayhem set the group back about two hours on our departure time. I would like to thank John



Lunch stop at Peggy Sue's Diner

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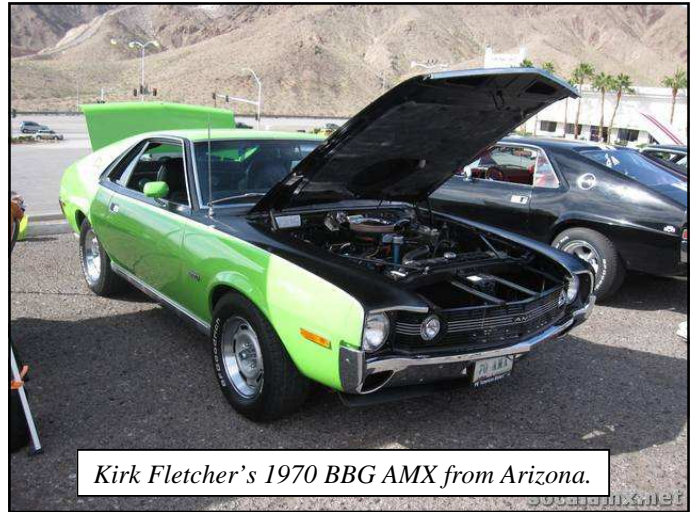
The 1969 AMX of John Siciliano

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Siciliano, Allen Taylor, and the others for helping under the hood, and Dave Chick for making the auto parts store run, and everybody else for being patient while waiting to get me back on the road!

In addition to bring my red 69 AMX I also had my long time friend Mike Haley use his personal Ford 350 1-ton diesel truck to tow the Playmate AMX on a trailer to the show. I'm guessing that the Playmate Victoria Vetri, although she drove her car a lot, probably didn't take it to car shows, at least not out of state. I first met Mike only a year or two after I bought my red AMX in 1977, and he told me he wants first dibs on it if I ever sell it!

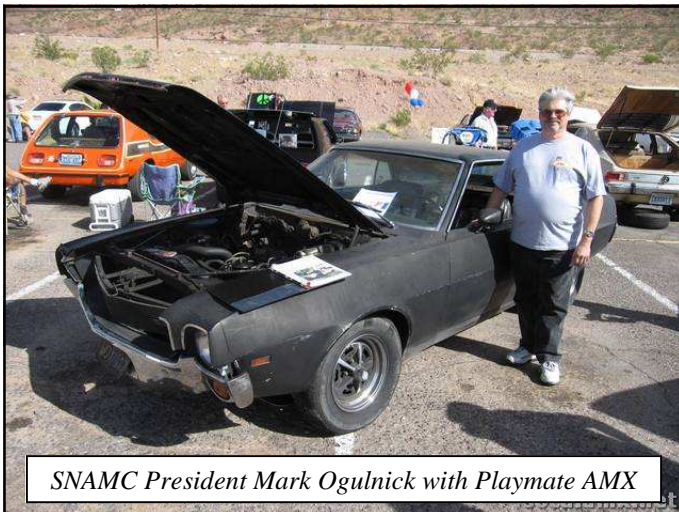
Shortly after 11am we were back on the road headed towards Las Vegas. After about an



Kirk Fletcher's 1970 BBG AMX from Arizona.



Bob Martinez's 1970 AMX



SNAMC President Mark Ogulnick with Playmate AMX

hour we stopped again, this time at Peggy Sue's Diner outside of Barstow to take care of the hunger pains. Our cars all lined up made



for a good photo opportunity.

By mid-afternoon we were finally in Henderson at the famous Railroad Pass Casino & Hotel. We didn't have long to sit on our duffs because after checking into the hotel we had to jump back into the cars and head over to a park in Boulder City for a bar-b-q. The Vegas club headed up by President Mark Ogulnick as usual did a bang up job on the "Desert Banquet," although most of the credit should to Andy Ray for slaving over the grill and taking the smoke in the eyes for everyone else! Afterwards back at the hotel there was a presentation by Larry Mitchell on AMC history.

Saturday morning broke early and I was one of the first ones outside trying to get their cars clean from the drive on Friday. In addition to prepping my red AMX I had to also pull the Playmate AMX off the trailer and park it on the show line. It didn't gather many looks at first,

due to its ragged appearance. I think once the word got around that this black AMX was actually the Playmate AMX in disguise people starting looking it over.

<http://snipurl.com/snamc10>

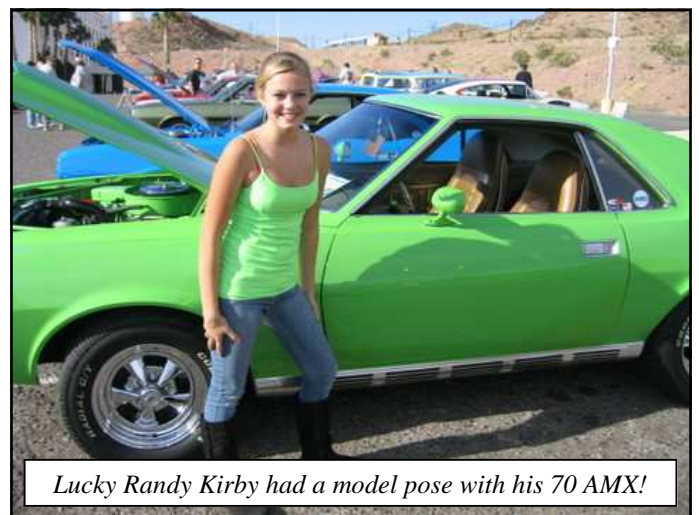
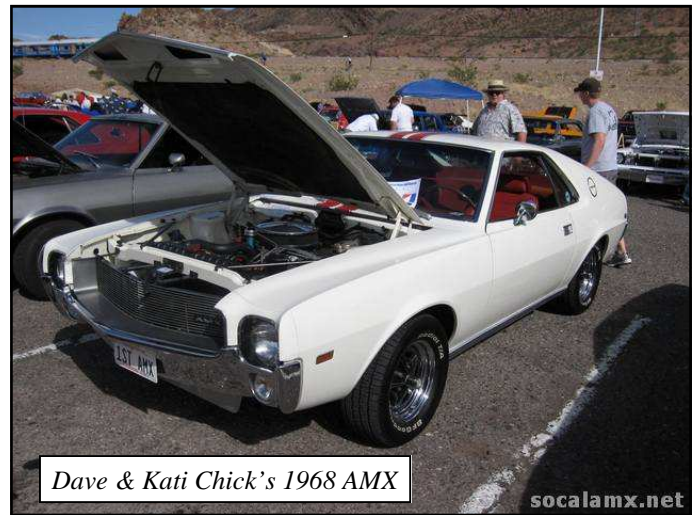
You can go to the link above to see all of the pictures I took of the car show on Saturday. I heard from the Vegas club there were somewhere close to 60 cars signed up. Of that total we had nine cars from SoCalAMX make the trip from sunny Southern California. As I write this article the car show is already 5 weeks past and my memory of the details is lacking so I'm just going to say we had a great time. Once again check out the pictures at the link above.

After the car show ended we had the awards ceremony inside and three guys from SoCalAMX won a trophy; Steve Fox with his 1968 AMX, John Siciliano with his 1969 AMX, and Don from Bakersfield with his Gremlin.

After the awards were handed out everybody headed to the hotel's buffet room to pig out. Being that the night was still young Allen Taylor and I headed to the Crap Table to shoot the dice. Actually I went just to watch since it's so interesting. I ended up throwing the dice myself and got into a hot streak and held the dice for 30 minutes or so, while rolling 7's one after another. On one of my rolls of the dice Allen said he made \$135 alone. The pit boss shortly after shut the table down, stating it was late, the employees were tired, and needed to go home. Hmmmm.

The next morning we got an early start on the way home. Not everyone left at the same time but we all made it home in one piece. I'm already anxiously waiting for the 2011 AMC Reunion!

MARK MELVIN



BURGER RUN

Best Trophies in all the Land!
Pepper Tree Frosty
Vista, CA

24th Annual
January 8th 2011

Biggest, Little
Car Show in
San Diego County

NEW ENTRANCE!!
Eucalyptus Ave.
& Civic Center Dr.
(Escondido Ave.)



Check us out on our web site at www.burgerrun.info

Pepper Tree Frosty
270 So. Sante Fe Ave, Vista, Ca

ENTRY FEE INCLUDES T-SHIRT & DASH PLAQUE

PRE '72 CARS 8 A.M. - 1 P.M.

PRE-ENTRY JAN. 4th - \$10.00 OR \$15.00 AT THE SHOW

MAIL ENTRY TO JOE FREE, 1530 LINDA VISTA, Dr. SAN MARCOS, CA 92078

PHONE: (760) 744-3340 DAY OF SHOW (760) 807-6190

(RAIN DATE -in 1 week JANUARY 15, 2011 - - - - Make checks payable to Joe Free

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SIGNATURE: _____ CLUB: _____

T-Shirts Size M - L - XL - XXL - XXXL

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XX

July 6th – 10th, 2011

AMC



AMO 2011 INTERNATIONAL CONVENTION
SEDONA, ARIZONA
"Cactus Cruisers AMC"

Wednesday through Sunday

Poco Diablo Resort

1752 State Route 179

Sedona, AZ 86336

877-282-5755 & 928-282-7333



www.amo2011.org
www.cactuscruisers.org
www.pocodiablo.com



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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 mightypilot@gmail.com 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 mightypilot@gmail.com 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! Send your stuff to: mightypilot@gmail.com

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.