



SOCALAMX CALENDAR

2011

American Motors Owners National Convention

July 7-10, 2011

Sedona, AZ

Hosted by the Cactus Cruisers

<http://www.amo2011.org/>

Las Vegas AMC Reunion

November 4-5, 2011

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"
for listings of shows in S. Cal!

The Fascination Car

The Highway Aircraft Corporation's "Tomorrow's Car Today" definitely catches the eye. Rolled out in the late '60s, the Fascination's streamlined shape rang out echoes all the way back to the Dymaxion car (Small wonder. It started life in the 1930s as the "Aiomobile"), but what really makes it really interesting isn't the all-aluminum engine it originally had, but what was claimed would be in the newer models: the Nobel Gas Plasma Engine.

What's that? Apparently, this:

This engine is a closed two-cycle reciprocating engine that has no intake, uses no air, emitting no exhaust at all! The fuel is self-contained and hermetically sealed in the cylinders which are initially charged at the time of manufacturing, carrying their own power supply that will last

approximately 60 to 75 thousand miles with no fall of efficiency.

Needless to say, only five were built and very little was heard of the Fascination or the Nobel Gas Plasma Engine again.



The EMA Fuelless Motor

As soon as the EvGray fuelless motor is finished and proven to our satisfaction, production will follow immediately.

In our opinion, we now have a very fine product. Renault engines are available in quantity of 1,000 per month, and additional engines will be made available as our needs increase.

We, too, are very, very anxious for the day to come when we can supply fuelless engines for all our cars.

Highway Aircraft Corp.

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P. O. BOX 651 SIDNEY, NEBRASKA 68162



AMO Show

Hold on to your calendars, the 2011 National AMC Car Show, also known as the AMO National Convention, is less than three weeks away!

As you should know by now the car show is in Sedona, AZ., from July 7—10, and there's little time left to plan.

The people going this year I understand are..

Dave and Kati Chick—68 AMX
John Caley—68 AMX
Allen Tyler—68 RWB AMX
John and Shelly Siciliano—69 AMX
Hobie Kaptan—69 AMX
Myself with my 69 AMX
Steve Fox—69 SC/Rambler
Randy and Cindy Kirby—70 Rebel
Dale Crum—70 Javelin
Bob Martinez—70 AMX
Tom Dulaney—AMX/3 Project
Stacy Thompson—72 Ambassador
Wagon

Check out the Google Map of our intended route of the car convoy to Sedona at this link. <http://snipurl.com/sedona11>

Some of the people are leaving on Wednesday, others on Thursday and Friday. Coordinate our convoys on Yahoo Groups.

For more info on the event go to the official web site at <http://amo2011.org/>

MARK MELVIN

68 AMX
69 AMX

West Coast ALL AMC Car Show!

It turned out to be a great weekend to host SoCalAMX's 5th Annual Car Show, known as the "West Coast All AMC Car Show." It rained the weekend before, but on May 21, 2011, the weather was delightful, and the day warm with no wind, perfect for a gathering of AMC enthusiasts to display and share their pride and joys.

The weekend actually started on Friday with a visit to a local car restoration shop called "Tired Iron Works." We arranged a tour of the facility which amounted to more or less



Inside Tired Iron Works



Larry Daum gives this beauty a hard look.

Everyone's thinking the same thing, "Hmmm"



browsing around on our own, to examine the cars being worked on, and the tools and materials about the shop. The owner was very nice and answered all of our questions he was confronted with.

Next we motored down the street about two miles to Sonic Burger for grub and ordered our meals via an outdoor speaker system and watched the girls deliver the food while on roller skates. Now there's some talent!

The next morning club members awoke early to get to our new venue site, "Santa Anita Park," to get set up for the car show. Being this was the first year at this new location we had to wing it a little bit as exactly where to line up the cars and where the music DJ 8-track Carl had to set up, but everything worked out well I thought.

Helping make set up go smoothly were Dave and Kati Chick, running around setting up the

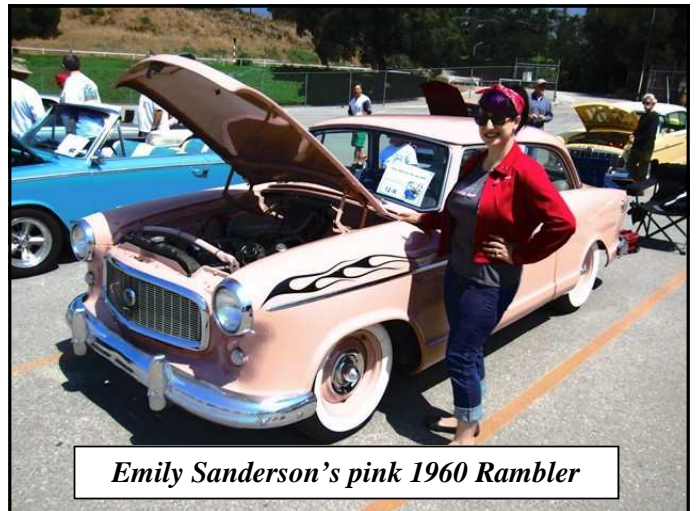


Randy Kirby and his newly acquired Machine!

registration tent at the gate entrance, and stringing up yellow caution tape as a boundary line for parking areas. Their two daughters, Ashley and Carley, had a bunch of their friends help for the day too, which was a big help all around.



Jennifer Kubo's 1959 Metropolitan



Emily Sanderson's pink 1960 Rambler

Randy Kirby wore out a pair of flip flops running back and forth and lining up the cars in their designated rows. John Caley assisted Randy in the same task and also floated around helping where needed. There were many others who helped out too so please accept my gratitude!

At lunch time, led by Dave Chick, we had two bar-b-q cookers fired up to cook the bratwurst and burger lunches offered for sale, including chips and a drink. There was plenty of food to go around, and just having food available period was a big improvement over the past two years!

One of the interesting cars at the show was the 1977 silver Renault Torino owned by Sergio Novara, kinda half AMC, half Renault. A count of cars at the end of the day showed that 5 cars were entered in the AMC class including 2 Gremlins, 18 AMXs, 8 Javelins, 2 Nashs and a Hudson, and 9 Ramblers.

The show started at 10am and towards the scheduled end of the show around 3pm we had the official awards ceremony. Suddenly in the middle of announcing the names of winners John Caley grabbed the microphone from me and made his own announcement of

Thank you to everyone who came with a car, and especially those who helped out with the logistics of the show. Each one of you helped make the day a big success!

I have uploaded a gallery of car show photos to my Smugmug photo site and here's the link.. <http://sn.im/socalamx2011>

See you next year! Mark Melvin



View from the top of the hill..

an award, thanking me for my participation in the grand scheme of things. I graciously accepted the award and am honored to be friends with each and every one of you.

Anyway, back to the awards. The first place winners of each class were; AMC-Randy Kirby and his 1970 Rebel Machine, AMX Modified-Stewart Jackson and his 1969 AMX, AMX Stock-Roy Mytinger's 1968 AMX, Javelin-Rick Fehn and his 1971 Javelin, Hudson/Nash-Bill Lenox and his 1955 Hudson, and Rambler-Rudy Cardenas and his 1965 red convertible Ambassador. The Best of Show award went to Allen Tyler and his newly restored mint condition red, white, and blue 1968 AMX.

Afterwards a few of us headed to a nice restaurant nearby called Matt Denny's to have dinner, and ended up discussing everything good and bad about the day, so next year's show can be even better—and hopefully bigger!



Best of Show: Allen Tyler's RWB 68 AMX.



Bill Lenox's 1955 Hudson



Da Winners!

SoCalAMX's 2011 All AMC Car Show: Class Winners

Class	Place	Entry	Name	City	State	Color	Year	Make	Model	Points
AMC	First	01-A	Randy Kirby	Escondido	CA	Red	1970	AMC	Rebel Machine	70
	Second	20-A	Donald Moniz	Visalia	CA	Black Cherry	1972	AMC	Gremlin	54
	Third	06-A	Steve Fox	San Diego	CA	RWB	1969	AMC	SC/Rambler	44
AMX - Modified	First	13-XM	Stewart Jackson	Oceanside	CA	Brown	1969	AMC	AMX	35
	Second	05-XM	Randy Kirby	Escondido	CA	BBG	1970	AMC	AMX	32
	Third	15-XM	John Siciliano	Menifee	CA	Blue	1969	AMC	AMX	31
AMX - Stock	First	22-XS	Wanda Mytinger	Trabuco Canyon	CA	White	1968	AMC	AMX	52
	Second	21-XS	Chuck Braddy	La Mesa	CA	ersweet Ora	1970	AMC	AMX	42
	Third	18-XS	Jim Weil	Fountain Valley	CA	White	1970	AMC	AMX	40
Javelin	First	17-J	Rick Fehn	Murrieta	CA	Silver	1971	AMC	Javelin	78
	Second	16-J	Chris Nuhfer	Valinda	CA	Blue	1972	AMC	Javelin	74
	Third	14-J	Dale Crum	San Diego	CA	Red	1970	AMC	Javelin	24
Hudson/Nash	First	35-HN	Bill Lenox	Oxnard	CA	Yellow	1955	Hudson		91
	Second	42-HN	Chris Denove	Camarillo	CA	Red	1953	Nash		77
	Third	09-HN	Jennifer Kubo	Los Angeles	CA	Red & White	1959	Nash	Metropolitan	43
Rambler	First	39-R	Rudy Cardenas	West Covina	CA	Red	1965	Rambler	Ambassador	59
	Second	03-R	Kay Bartholomae	San Bernardino	CA	Yellow	1960	Rambler	American	44
	Third	26-R	Steve Fitzgerald	Lakewood	CA	Aqua	1965	Rambler	American	35
Best of Show	First	33-XM	Allen Tyler	Winchester	CA	RWB	1968	AMC	AMX	36



THE DEMISE OF AMC?

This article was originally published in "Desert Ramblings," the newsletter of the Southern Nevada AMC Club. The author of the article, Mark Ogulnick, gives permission to reprint as desired. The article gives the reader a better understanding of how the end of AMC went down.

The following by Mark Ogulnick..

As some of you may know, I was given the unique opportunity to contact two former AMC top executives from the '80's, Jerry Sloan and Joe Cappy. Mr. Sloan was VP of Public Relations (he had been Director of Corporate Information for Ford) from February 1983 until the end (or as he put it "until we turned off the light and put out the cat"). Mr. Cappy was recruited from Lincoln-Mercury (he was the General Marketing Manager) to be VP of Sales and Marketing. He eventually rose to become AMC's final President and CEO. According to Sloan, Cappy did a terrific job and AMC was profitable when Chrysler bought it.

This all came about when I was introduced to Dave Sloan, the executive director of the Chicago Auto Trade Association and general manager of the Chicago Auto Show. As I was talking to Dave, I mentioned that I was an AMC fanatic. His eyes lit up and that's when he told me who his dad was. He was willing to give me his dad's e-mail address and, as they say, the rest is history. Besides contacting Joe Cappy on my behalf, Jerry Sloan also sent me a package of AMC memorabilia including jewelry with the "A" symbol, a very cool tie tack with the Hornet logo, a mint Pacer promo and a '67 Ambassador radio.

The letter below was written by Joe Cappy. For those of you who had questions about the Chrysler purchase of AMC, this letter answers many of those questions. I'm sure you will find it as interesting as I did.

Dear Mark,

I haven't given any thought to writing about my American Motors (AMC) experience since there is so much to talk about in the five short years that I was there, from 1982 to 1987. But, I thought a short note regarding an important point in AMC's history would be of interest.

At the time, I was President & CEO of American Motors. In August 1987, Chrysler Corporation closed on the purchase of Renault's 45% ownership and tender to purchase the balance of the outstanding shares from the public.

This moment in history is bittersweet. For Chrysler Corporation, it was a brilliant strategic move that enabled them to avoid a second exposure to bankruptcy in 1989-90, when the Jeep Brand of product produced top-line revenue and profits that along with Chrysler minivan profits, kept Chrysler solvent. The acquisition also served as the impetus and organizational model for Chrysler to switch its engineering organization to product development "platform teams" that were already in place in Jeep Engineering. For American Motors, it was sad, because AMC had just regained profitability in the fourth quarter of 1986, after more than eight years of significant losses.

The key issue for AMC was the lack of capital for long-term product investments. Renault had been providing AMC the necessary capital, but the French Government, which owned 100% of Renault at that time, was unwilling to continue to fund American Motors, believing it to be a "black-hole." In addition, Renault's losses and the layoff of thousands of French workers at Renault plants in France caused them to re-evaluate their strategy and position.

AMC had recently raised \$250 million in loans in an effort led by Drexel Burnham Lambert and Michael Milken. The well was dry for any further borrowing. Without sufficient capital AMC couldn't finance additional major product programs and maintain ongoing product development. Yes, AMC could be profitable for several years, but would be unable to maintain its competitive edge, and would then slowly sink beneath the waves without Renault's continued financial support. We had found the formula for success, but too late.

Ironically, if it wasn't for a group of terrorists in Europe, the sale of Renault's ownership in AMC might never have happened. The Renault Chairman, George Besse, had been

approached early in 1986 by Lee Iacocca who was interested in acquiring Jeep. Chairman Besse was recognized in France as an outstanding businessman and leader. As a result his opinion was highly regarded. After a series of meetings with Chrysler, Mr. Besse turned down Mr. Iacocca's offer. Mr. Besse believed that AMC was turning the corner on profitability, and would provide Renault with a strong base in the important North American market for the future.

On November 17, 1986, as Chairman Besse was approaching his home in Paris after work, two women, part of a terrorist organization called Action Directe, were pushing a baby buggy toward him. As they neared him, they reached into the buggy and pulled out automatic weapons and proceeded to gun him down on the sidewalk while his daughter watched from an upstairs window of his home.

In mid-December, the French Government replaced Mr. Besse with Mr. Raymond Levy. By February 1987, Mr. Levy, being new to the industry and following the direction of the French Government, contacted Mr. Iacocca and suggested that talks regarding the sale of AMC resume.

In February 1987, on his way back from the Chicago Auto Show, Mr. Levy made his first visit to Michigan as Renault CEO. We secured for him the Presidential Suite at the Hyatt Hotel in Dearborn, Michigan where my son was food and beverage manager.

Upon walking into the suite, Mr. Levy remarked, "this suite is bigger than Iacocca's". When this was reported back to me by an AMC/Renault executive who had escorted Mr. Levy from the airport, we knew something was going on if he had been in Iacocca's suite in New York City. But, we were unaware of the scope or nature of their discussions.

On March 10, 1987, at 5:30 a.m., I received a phone call from Paris, from Jose' Dedeurwaeder, my predecessor, who was then Global Sales and Marketing Vice President for Renault. He informed me that Renault and Chrysler had reached an

agreement whereby Chrysler would buy out Renault's interest in American Motors. He also inquired as to the status of the ongoing labor discussions between AMC and the United Auto Workers (UAW) at the Kenosha, Wisconsin plant. He was told that we planned to sign an agreement by noon that day. He advised me to contact my people in Kenosha and tell them not to sign any agreement, since an announcement of the Chrysler/Renault deal would be released at noon Detroit time.

The discussions with the UAW local had been going on for more than three months. In return for reducing the number of work classifications at the Plant to levels already in place at the Japanese transplants, American Motors would commit to build a new assembly operation for the next generation Jeep Cherokee in Kenosha. Due to historically poor relations between labor and management at the Kenosha facility, a "nobrainer" agreement had needlessly dragged on. The new operation was going to be funded jointly by AMC, the State of Wisconsin, led by Governor Tommy Thompson, and Chrysler Corporation who wanted AMC to contract assembly some of their older, lower volume Chrysler cars.

I contacted Dick Calmes, AMC's Vice President Personnel and Labor Relations immediately following the phone call from Paris. I instructed Mr. Calmes not to sign any agreement with the UAW, and that an announcement would be made at noon Detroit time that would explain my direction.

Dick Calmes later told me that when the announcement was made, the UAW representatives were jumping for joy, saying that Iacocca would save the Kenosha operations. Quite the contrary occurred. No new assembly operations were built in Kenosha, and the production of cars there stopped when the automotive assembly operations were shut down within the next year and a half. Only an engine plant was left running and the work force dropped from more than 8,500 in Kenosha to less than 800 today.

Joe Cappy

July 6th – 10th, 2011



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SEDONA, ARIZONA
"Cactus Cruisers AMC"

Wednesday through Sunday

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Sedona, AZ 86336

877-282-5755 & 928-282-7333



www.amo2011.org
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Registration Form



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VEHICLES REGISTERED:

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Make _____ Model _____ Color _____ Year _____

Make _____ Model _____ Color _____ Year _____

Registration Fee: \$30 per car (registration includes event t-shirt)

Please indicate shirt size: S ___ M ___ L ___ XL ___ XXL ___ XXXL ___

Additional t-shirts available for \$18 per shirt: Qty ___ Size(s) _____

Swap Meet: \$20 per space (20' x 20') No. of spaces _____

No. of people for Eldorado Canyon/Techatticup Mine Tour (Nov 4th at 1PM): _____
(\$10 per person, payable at time of tour. This guided above and below ground mining tour will take you into the mine and the history of the oldest and most famous gold mine in Southern Nevada. This tour will consist of a walking tour of the old Techatticup Millsite. This is where the ore was brought out of the mine to the stampmill, crushed to a powder and mixed in cyanide tanks where the gold & silver were separated. We'll then proceed into the Savage Mine some 500 feet where you will view up and down stopes and actually see the veins they chased. This mine was once owned by Senator George Hearst and was claim jumped in 1874 which resulted in numerous murders. If you're into history, you'll love this tour. For more information, go to www.eldoradocanyonminetours.com)

TOTAL OF ALL FEES \$ _____

Please make checks payable to: SOUTHERN NEVADA AMC CLUB

Mail to: Las Vegas AMC Reunion c/o Raymond Hatcher, 8300 Opal Cove Dr., Las Vegas, NV 89128

RESERVATIONS: The Southern Nevada AMC Club reserves the right to restrict participants to acceptable behavior during any and all activities. If for any reason, participants or their vehicles, their behavior or their appearance is deemed objectionable, the participants shall be subject to removal.

LIABILITY: In consideration of the acceptance of the right to participate, entrants, participants, and spectators, by execution of this form, release and discharge Southern Nevada AMC Car Club, the Railroad Pass Hotel & Casino, MGM Resorts International, and their officers, directors, employees, representatives, members and servants, and anyone else connected to the management from any causes or damages whatsoever that may be suffered by an entrant to his person or property. Further, each entrant, participant or spectator expressly agrees to indemnify and hold harmless all of the foregoing entities, firms, persons, bodies of and from any and all liability occasioned or resulting from the conduct of any participant assisting or cooperating with entrant and under direction and control of entrant.

Signature

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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.