



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!

LATE NEWSLETTER? YA..

Well it's almost June and I haven't published the May issue of our newsletter yet. I hope you can understand I was busy in the early part of the month along with other club members preparing for our car show last weekend.

Usually I publish a report on an event the following month so an article about this month's car show will appear in next month's June issue, which actually is only a week away. Call it back to back issues I guess.

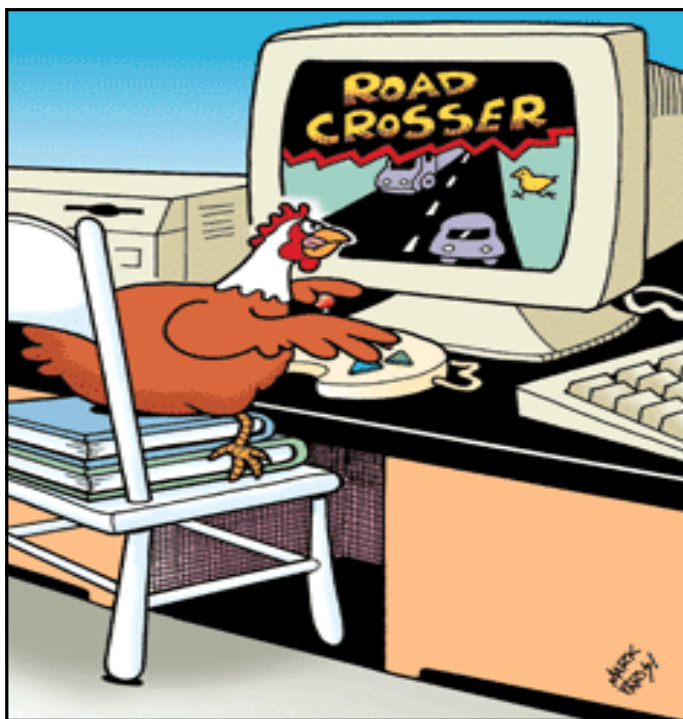
MARK MELVIN

CAR SHOP TALK

For the past several years you've probably heard me complain about a few issues with my car that was no longer making it fun to drive my AMX. Well I think both those issues have been cleared up, just in time for the Sedona trip in July, and hopefully a cross country drive to Kenosha, WI., also in July, for a gigantic AMC car show in the city where our cars were born!

The first issue seemingly fixed is my supposed over-heating problems. Back in 2004 when I restored my car I had a custom radiator made for me that was called a "Desert" radiator, which was supposed to keep my engine cool in extreme conditions. Actually it worked well as long as the car was moving and had lots of air flow over the fins. However at slow speeds and idling it would always try to

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climb in temperature. The final straw was last year in November on the way to the Las Vegas Show where we had to pull the radiator out of my car and go get a leak fixed while everyone waited for me and the repair. I already had another custom radiator waiting at home for the past year that Mattson Radiator in Stanton, CA made for me. It has the original top and bottom tanks, but the core in the middle was the biggest flow core he could put in. It was time to replace the old custom radiator for the new one and what a difference! I can drive all over or idle and the temperature just doesn't want to go over 190—period! Of course it's not the middle of the summer on a hot day over 100 degrees, but I think from what I've seen so far the new radiator is going to work out just fine!

The second issue for the past several years was an odd engine vibration. I recently put a 5-speed transmission in my car and we were thinking maybe something was out of balance, but wait, the vibration was still there even though the car was not moving, and besides the vibration was there before we put the new transmission in. So what the heck could it be? We took the fan belts off the engine to see if there was a vibration in one of the engine accessories, but no, that wasn't it.

Finally as I was under the car looking at oil leaks I took a hard look at the harmonic balancer and noticed the rubber between the inner and out hub was odd, parts of it kinda poked inward, and other parts hanging outward. So while replacing the front main seal to eliminate an oil leak I also replaced the harmonic balancer. Bingo, the vibration was gone!

MARK MELVIN

"BACK TO SCHOOL"

by Steve Fox

Saturday, April 30th, was a special day for Morse High School in San Diego, CA, as its first car show was held for approximately fifty vehicles. The event planning process began last year, when I queried my classes, asking who would like to contribute to producing our high school's first car show. Several students volunteered and away we went, planning and scheming. Our target date of February 26th was rained out, much to the disappointment of the students, who put a lot of time and energy in preparation for the big day. So, a new date was approved by the school and we continued to plan, making signs, establishing responsibilities and show duties and such. Relying on teenagers can be a blessing or a curse, depending on the teens. On the day of the show, one student never showed and another showed up forty minutes late during the critical first hour. Nonetheless, we persevered, and thanks to another teacher, Mark G., we had all fifty cars parked during the next few hours.

Breakfast was available--even John C. couldn't finish all of his cakes! This show was open to all cars, both newer and classic, and they all showed up! Several unusual trophy classifications existed, including "car most likely to get a ticket," "best drive-in," and "car most likely to burn to the ground." The music was played by two student volunteers and the playlist was eclectic, including mostly 60's and 70's music. Burgers and dogs were served later on and despite the warm temperatures, everyone seemed to enjoy themselves.

Mark G. earned the "best American car" award, Stacy was awarded "best paint, Rich earned the "car most likely to get a ticket," and the "best of show" was awarded to a gentleman with a '58 Thunderbird, quite happy with his trophy. In addition to the trophies, there were two other "high points" of the show. Howard S., who brought a Subaru, revealed a motor scooter that folded up in a bag! Then, a

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"dust devil" came out of nowhere and landed right next to my car. I still can't find my AMC flag! After the show all the AMC's (myself, John C., John S., Randy K., Jon, Dominic, Rich W., Stacy T., Robert, and Jon #2 got together for a group picture.

People have asked me if I plan on another show next year.....we'll see!



National AMC Show

Hold on to your calendars, the 2011 National AMC Car Show, also known as the AMO National Convention, is less than six weeks away from Memorial Day weekend! This year the car show is in Sedona, AZ., about as close as it's ever going to get to us, unless we host it ourselves.

The last time AMO held the national show in Arizona was in 2004 in Scottsdale. Back then the only two cars from our group who attended were Dave and Kati's 68 AMX and my 69 AMX. This time around I think we'll be able to triple or quadruple our car total and make a nice showing.

The people going this time I understand are..

Dave and Kati Chick—68 AMX
John Caley—68 AMX
John and Shelly Siciliano—69 AMX
Allen Taylor—69 RWB AMX
Hobie Kaptan—69 AMX
Myself with my 69 AMX
Steve Fox—69 SC/Rambler
Randy and Cindy Kirby—70 Rebel

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AMX row at 2004 AMO show in Scottsdale, AZ.

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Bob Martinez—70 AMX
Tom Dulaney—AMX/3 Project

And these folks may or may not be going as well but haven't officially notified me as of yet.

Stewart Jackson—69 AMX

Dale Crum—70 Javelin
Stacy Thompson—72 Ambassador
Wagon

If there are others who are going please let me know and I'll add your name to next month's newsletter. It's not too early to start planning our convoys. I think there will be cars leaving for Sedona each day on Wednesday, Thursday, and Friday. For those who think it'll be too hot to join us just remember that Sedona is higher in latitude and elevation than Scottsdale was, and should be just warm, in the 90's, instead of the 110's in Scottsdale. Plus the cars will be parked on the grass of a golf course instead of asphalt.

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

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

MARK MELVIN

68 AMX
69 AMX



Back in 2004 the cars may have looked cool, but actually they were about 110 degrees sitting in the sun!!

The new AMX will be sold as democratically as possible.



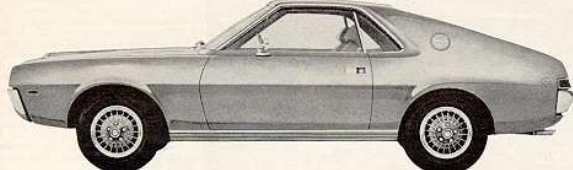
We, American Motors, have over 2,300 dealers across the country who can sell more AMX's than we can make. And we will only make about 10,000 this year. In other words, we're faced with a mini-Supply of AMX's and a maxi-Demand for AMX's. In an effort to give everyone an equal chance to buy an AMX, we're resorting to the best solution we can think of. Like the House of Representatives, we will try to send a fair share of AMX's to each state, based on its proportionate population. For example, California, with a larger share of the people, should receive a larger share of AMX's. New Hampshire, with fewer people, won't get quite so many. It should all work out democratically.

cars, but haven't the time or the money to take care of one. Priced at under \$3,300, the AMX offers most of the advantages of a high-priced foreign car. With none of the disadvantages associated with owning a high performance sports car. The costly disadvantages of constant maintenance and special engine tune-ups. In short, the AMX gives you the ease of maintenance associated with a family sedan, along with the sheer fun and maneuverability of a sports car costing thousands more.

The Engine. One Size Fits All.

The AMX body is made of steel. Which, while strong, is also heavy. So we tried an imaginative technique for reducing the AMX's total weight. We selected a lightweight engine block that combusts exactly the same power as a heavy block.

The AMX. It takes more than money to get one.



If you can find an AMX, we'll sell you one. But as this message goes to press, less than 2,000 AMX's have been produced. And we, American Motors, will only make about 8,000 more this year. You see the difficulty. Even if you have the \$3,245¹ necessary to buy an AMX, you may get a lot of exercise before you ever get close enough to pay for one. Ah, but the thrill of being the first man in your state to own one will surely be surpassed by the thrill of being the first man in your state to drive one. A two-seater, the AMX gives you the ease of maintenance associated with a family sedan, combined with the sheer fun and maneuverability of a foreign sports car. In fact, its incredibly uncomplex design means that, once the optional 390 engine is broken in, you could roll right onto a race track and be ready to do about 130 mph. In pure stock form—without special engine modifications. Specially equipped AMX's with modified engines broke 106 USAC speed records. And while there are cars on the road that are faster than the AMX, we hasten to add that beating other drivers isn't the AMX's main appeal. It's the way the car reacts to you as you drive, not the usual dull split second later. You get out of lane, pass the car in front and get back in lane in one sure motion. Because the AMX offers one of the fastest steering wheel ratios of any U.S.-built car, it turns, corners, follows your direction simultaneously. Being a sports car, the AMX is sports-car sized. So, while the inside isn't much of a place to hold meetings, it will hold a lot of other

things. The trunk is a lot bigger than you'd expect a sports car trunk to be. Because we didn't fill it with a big spare tire. We gave you The Airless Spare. When you need it, it "wwwhhooooosshh!" inflates. The Airless Spare is nice because it doesn't fill up your trunk with air that you don't need. It's something every car should have. But then, every car should have a lot of things. Things like a short throw, all-synchromesh 4-on-the-floor, fiberglass belted wide-profile tires, shoulder harness seat belts, tachometer, aircraft-type instrument panel, energy-absorbing steering column, heavy-duty springs and shocks. To mention only a few of the AMX's standard features. Another un-standard standard feature is the production number that will be set in the AMX dash when you (if you find one) buy it. AMX 00001 through AMX 10,000. While this number may mean a lot to collectors in the years ahead, we do want to point out one thing. All AMX's are made with the same attention and quality. And while possessing a lower number may have a sentimental or prestige value, it does not in any way make one AMX better than another. Just as possessing an AMX does not make one man better than another. Just luckier.

American Motors
Ambassador • Rebel • Rambler American • Javelin • And the new AMX

1. Based upon manufacturer's suggested retail price. Federal taxes included. State and local taxes, destination charge, options, excluded.

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





2011 LAS VEGAS AMC REUNION

AMCRC Southwest Regional Meet

RAILROAD
PASS

Hotel & Casino



November 4-5, 2011 @

Railroad Pass Hotel & Casino

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Henderson, NV 89002

(702) 294-5000 or (800) 654-0877

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www.RailroadPass.com

2011 LAS VEGAS AMC REUNION

Registration Form



November 4- 5, 2011 @ Railroad Pass Hotel & Casino



Name _____

Address _____

City/State _____ Zip _____

Contact Phone _____

E-Mail _____

Club Affiliation _____

VEHICLES REGISTERED:

Make _____ Model _____ Color _____ Year _____

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

FREE! FREE! FREE!

I hope that grabbed your attention. The 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 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.