



# SOCALAMX.NET

www.socalamx.net/newsletter

Official Monthly Publication of SoCalAMX

Issue 4—November 2008

## SOCALAMX CALENDAR

**November 7-8, 2008**

Las Vegas AMC Reunion  
Boulder City

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

**May 30, 2009**

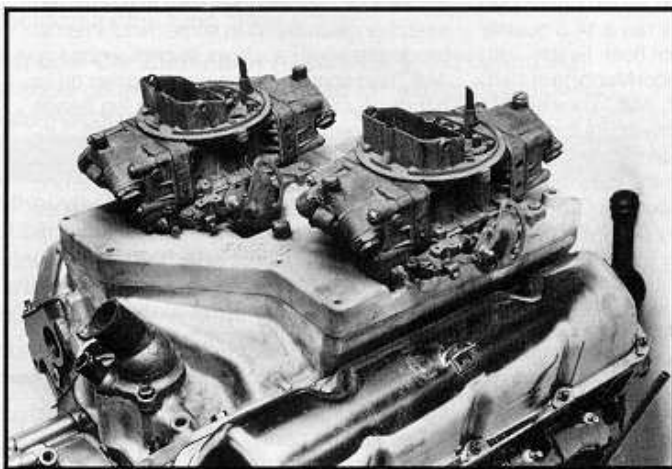
3<sup>rd</sup> Annual SoCalAMX All AMC Car Show  
NHRA Museum, Pomona

## 2009 SoCalAMX Car Show May 30, 2009

Just to let everyone know, the previously announced date in May of 2009 for next year's All AMC Car show has been moved one week later to May 30.

I thought I had taken into account the correct weekend for Memorial Day and worked around it but erred. Thank you to Steve Fox for pointing it out to me. New details will be announced by the first of the next year.

Mark Melvin, Editor

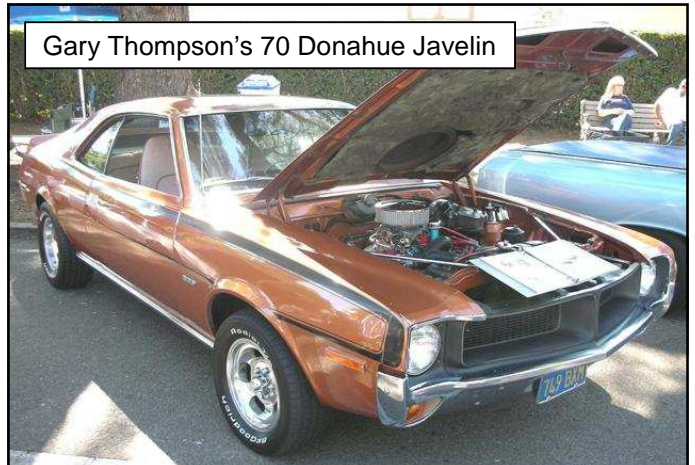


*I remember years ago when my uncle had dual quads on his 1968 AMX. Can these Group 19 parts even be found these days? Mark Melvin, Editor*

## Roam'n Relics

Someone on the Yahoo Groups list asked, "Are you guys crazy?" And I don't think he was out of line to ask such a thing. But there we were, Dave and Kati Chick and I with our AMX's, in an empty parking lot, on a Sunday morning, at 4am. Our goal—to convoy to and meet other crazy AMC'ers in Moorpark for the 29<sup>th</sup> Annual Roam'n Relics car show. Mission accomplished, because when Dave (68 AMX) and I (69 AMX) arrived at the planned meeting

Gary Thompson's 70 Donahue Javelin



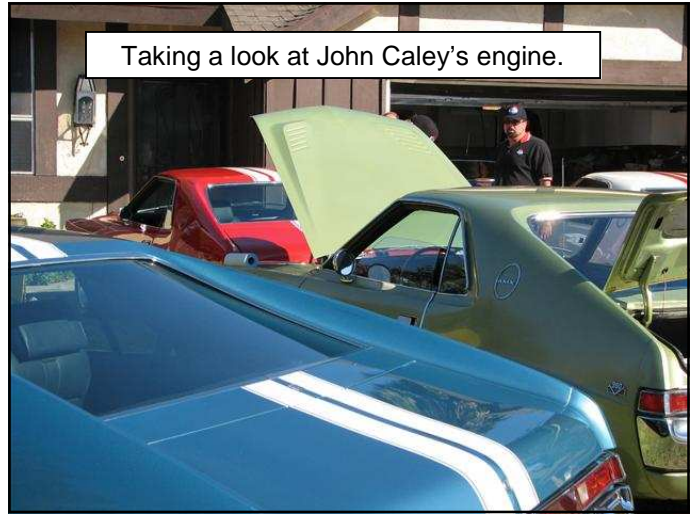
point, we were joined by Hobie Kaptan in his 1969 AMX, John Caley in his 1968 AMX, and SoCalAMX new comer, Gary Thompson, original owner with his 1970 Donahue Javelin.

The purpose of arriving early was to get a premium parking spot in the center of all the ac-



Bob Martinez's 1970 AMX





Taking a look at John Caley's engine.



street from a very good breakfast café where we ate a good morning meal.

Not too long afterwards, when dawn arrived, Bob Martinez showed up with his blue 1970 AMX and parked with us in the spot we saved for him. The rest of the day was spent looking at all the great cars and chatting under the tree behind our cars. There was one additional red AMX that was in the show, but it arrived later and was parked further down the street. Its owner was not known or near his car when I looked at it and took pictures.

Around 2pm when the show was over and trophies presented, we convoyed to Bob Martinez's house in Filmore, just over the hill from Moorpark, a pleasant 20 minute drive over a curvy road. Bob quickly prepared a hot meal of shredded beef, rice, beans, bread, and salad. Thank you Bob for a great ending to a great day at the car show!

Mark Melvin, Editor

*(Continued from page 1)*

tion. As a group we were in the pack of the first 15 cars to line up in the staging area before 6am. We were rewarded for our early hour antics by indeed being parked in a good spot under a tree for shade, and directly across the



Driving to Bob Martinez's home for Bar-b-q!



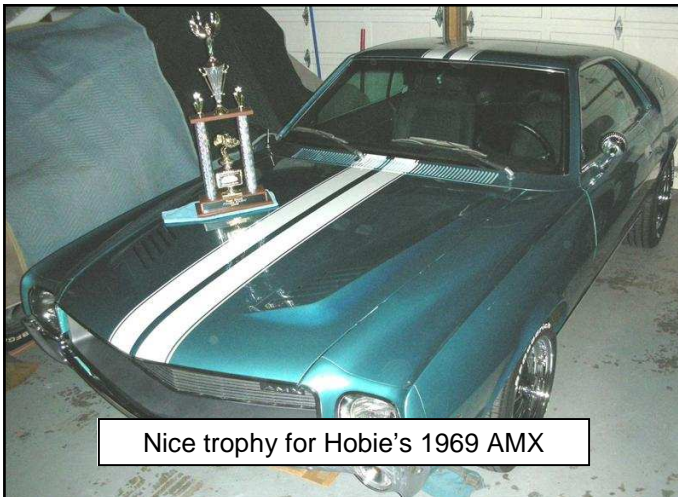
The SoCalAMX gang at Bob's casa!





## CANYON COUNTRY ROUTE 66 CAR SHOW

SoCalAMX picked October 2008 for a return visit to the Canyon Country Car Show, also known as the Route 66 Car Show. The parking lot was full as always, especially since the Oc-



Nice trophy for Hobie's 1969 AMX

tober show is the last one each year, with all the previous month's winners returning for the

yearly Best of Show trophy.

Thank you to everyone who arrived early so we could grab a spot together, which was made possible by Hobie Kaptan who arrived first and paid for everyone's entry fee up front and held the parking spots.

Like I mentioned, the parking lot was full early, as it normally is, but the attendance of spectators seemed to be down. I think this was due to cold and breezy Santa Ana winds.

After parking we headed into the close-by restaurant for chow and chat, which was followed by a few brave people who had some ice cream at Cold Stone Creamery.

Hobie was honored to win a trophy for Best Muscle Car!

Attending were Hobie Kaptan, Dave Chick, Keith Magee, John Caley (all the way from Mission Viejo,) and myself.

Mark Melvin, Editor



## 3<sup>RD</sup> ANNUAL LAS VEGAS AMC REUNION CAR SHOW

Okay, next weekend's Vegas Car Show is just days away now. The ones I know of going from SoCalAMX are myself, Dave and Kati Chick, Bob Martinez, John Caley, John and Shelly Siciliano, and Steve Fox.

On Yahoo Groups between now and then, we will be arranging times and places to meet for a convoy to Vegas on Friday the 7th. It's never too late to join us on this fun road trip.

There'll be a full report on the event in next month's newsletter.

Just because, I'm placing the event info below one more time in the hopes that one more undecided person will make up their mind to join us!

*Mark Melvin*



Car Show Site:

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

Hacienda Hotel Reservation Number  
800-245-6380

Mention the AMC show for reduced rates.



## FREE! FREE! FREE!

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](http://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](mailto: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](mailto: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





# “Member Spotlight”

## DAVE AND KATI CHICK

Home City: Monrovia

Car: 1968 AMC AMX

Engine: 401

Transmission: TorqueFlite 727

I work in Burbank as a Manufacturing engineer for an Aerospace company who makes engine mounts for aircraft. We enjoy motorsport related hobbies, restoring cars, auto racing, four wheeling, camping and travel.

We purchased this car in February 1999 locally in North Hollywood, it was a painted roller. The interior had reupholstered seats, a cheap carpet kit, and was missing the headliner, rear side panels, and all the plastic trim for the rear. We made the headliner and soft parts. I found all the plastic parts and painted everything to match.

The car had 88,000 miles on it, the front brakes were frozen, the transmission was out of the car and the engine was sitting on a 1" X 4." I replaced the front brakes with Bendix single piston calipers from a Matador, parts for the rears were available at the parts stores. The brake lines, master cylin-

der, and wiring under the hood were missing so it was fabbed or purchased. The suspension was rebuilt with Moog links, idler arm and ball joints. The trunions were rebuilt with new bushings and bearings. The bushings in the rear were replaced with polyurethane ones. The suspension was finished off with a bar pack kit and KYB high pressure shocks. The wheels were new with the car.

The stripes were added about a year later.

I drove the car to work for more than a year until I got tired of hiding it in the lot at work and when taking it to lunch.

We have driven as far as the 2004 AMO Nationals in Scottsdale AZ, three trips to the Boulder City, NV show, and lots of weekend getaway trips up and down the coast. This car is a kick to drive and as you all know these cars turn heads and get interest wherever you go.

We are looking forward to many more years of fun with this car. See you at the next cruise night or car show.

*Dave and Kati  
Chick*







**CARS**

**THE NOW**

Wind up Rebel's 343 cube 4-bbl. Typhoon V-8 — and you'll wind up owning the first Excitement Machine in the intermediate class! Okay, drivers, here's how one of the Now Cars looks from your end. Three of Rebel's five engines are optional Typhoon V-8s: slim-wall cast-iron, mass balanced beauties with the lightest reciprocating weight of any industry V-8s. 280 horses are on tap in the big bore, high-compression 343 job. There's a road-gripping wide stance, a 4-link trailing arm rear suspension (the first ever in a single-unit body), and optional handling hardware like heavy-duty shocks and springs, extra-wide-profile red-line tires for high-performance driving, and power disc brakes.

A machine? Of the first order. But Rebel SST is also a car for the groovy gal next to you (even if you married her). She can get bucket seats with headrests, Shift-Command

Transmission with stick or automatic control (unless you've vetoed that for a 4-speed floor stick, and tach), and an SST convertible that seats three in back easily. She also gets a lot of Rebel safety for Now: energy-absorbing steering column and deep-dish wheel, a signal light that monitors both Double-Safety brake line systems, anchor plates for shoulder belts, and plenty more features to help her drive with care and confidence. The place for you to wind up this machine is your Now Car dealer.

Your American Motors/Rambler Dealer. That's right, your American Motors/Rambler Dealer.

**THE 1967  
AMERICAN MOTORS**

AMBASSADOR · MARLIN · REBEL · RAMBLER AMERICAN

**NEW WARRANTY—IN ADDITION TO 2-YEAR OR 24,000-MILE WARRANTY ON THE ENTIRE AUTOMOBILE.** American Motors Corporation warrants the engine block, head and internal parts, water pump, intake manifold, transmission case and internal parts (except manual clutch), torque converter, drive shaft, universal joints, rear axle differential and rear wheel bearings of its 1967 cars to be free from defects in material or workmanship for 5 years or 50,000 miles, whichever comes first. The owner must change the engine oil and install new oil filter every 3,000 miles or 4,000 miles, whichever comes first, clean or filter cap (filtered type) and substitute an cleaner element every 4,000 miles and replace it every 24,000 miles and furnish evidence of this service to an Authorized American Motors Dealer every 15 months and have his certificate stamped and the car's mileage. Further, American Motors Corporation so warrants the remainder of the car for 3 years or 24,000 miles, whichever comes first, except tires (warranted by the manufacturer). Any set or defectives will be repaired or replaced, in accordance with the applicable portion of the warranty, without charge at an Authorized American Motors Dealer's shop. Dealers are responsible for deterioration, misuse and normal maintenance. **QUALITY BUILT IN—SO THE VALUE STAYS IN.**

**5/50,000**

**REBEL**