



SOCALAMX.NET

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Official Monthly Publication of SoCalAMX

Issue 3—October 2008

SOCALAMX CALENDAR

October 11, 2008

Canyon Country/Route 66 Car Show
Santa Clarita
4pm to 9pm

October 26, 2008

Roam'n Relics Car Show
Moorpark

November 7-8, 2008

Las Vegas AMC Reunion
Boulder City

May 30, 2009

3rd Annual SoCalAMX All AMC Car Show
NHRA Museum, Pomona



CANYON COUNTRY Route 66 Car Show

SoCalAMX and several of its members have decided to make a return visit to the Canyon Country car show held in Santa Clarita, also known as the Route 66 Classic. It has been 3 years since we last made an appearance there. Pictures of that evening are available here to check out: <http://snipurl.com/canyon>.

It's a nice show to attend, it's not the largest show around, but the cars there are nice, they fire up portable flood lights so the show continues into the evening, there's a live band, plenty of trophies and raffle prizes.

Also in case you get hungry there's a great car themed restaurant to grab a bite at, there's a cold stone ice cream store later for desert. If other members of the family get bored they can visit the Edwards movie theatre in the complex.

The date for this event is the second Saturday of October, on the 11th. It officially starts at 5pm but I recommend getting there by 4pm to get a better parking space, and to park with each other. Also there is a \$10 cost to get in.

October 11, next weekend, be there.

Directions to the Route 66 car show are as follows. Take the 5 freeway to the 14 and go north towards Palmdale. Take the 6A exit/ Sierra Highway. At Sierra Highway turn right and at Soledad Canyon turn left. The show is on the left about a half mile down. Remember, be early, as close to 4pm as possible.

Mark Melvin, Editor

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 up one weekend 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

3RD ANNUAL LAS VEGAS AMC REUNION CAR SHOW

It's sneaking up on us, the 3rd annual Las Vegas AMC Reunion hosted by the Southern Nevada AMC Club, run by Mark Ogulnick. The date for this year's show is several weeks later than last year's show, pushing it into November on the 7th and 8th. That will hopefully result in weather being a degree or two cooler, not that last year's temperature was too hot.



<http://www.sunbeltcars.com/>

On Friday of the show there is a planned trip to tour the Sunbelt Auto Collection in Las Vegas. This is one of the finest auto collections in the country with over 300 cars on display in two buildings.

Already SoCalAMX has word of several drivers who are planning on joining the caravan of AMC's to Vegas on Friday, November 7th, which include, but are not limited to; Dave & Kati Chick-68 AMX, Bob Martinez-70 AMX, John Caley-68 AMX, Steve Fox-68 AMX, and myself, Mark Melvin-69 AMX. What about others?

You have barely one month left to make plans to go. The show fee is \$25, the gas cost is who knows how much, but the hotel cost isn't too high, around \$65 per night I think. So here you go, here's the information to sign up and help make this AMC road trip one to remember! Send in your registration forms to Mark Ogulnick now!

Car Show Site:

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

Hacienda Hotel Reservation Number
800-245-6380

Mention the AMC show for reduced rates.

CORONADO SPEED FESTIVAL STRIKES AGAIN!

Pictures by Steve Fox

The 11th annual Coronado Speed Festival raced into Coronado, CA, and boy were those cars fast!! Many Socalamx-ers and "SCAM" (Southern California American Motors drivers) regulars showed up, including Steve F. ('68 AMX), John C.



('68 AMX), Danielle K. ('60 Rambler American), Randy K. ('70 AMX), Rich W ('68 AMX), Steve A. ('70 AMX), and our newest San Diego AMC-er, teenager Tim, who rides in a '74 orange Matador that he and his dad just purchased a month ago. Great buy, Tim!

There were many things to see, do, and hear. Speaking of hearing, you couldn't avoid the sound of open exhaust vintage race cars from the pre '40's to the early '70's running around the makeshift track set up at the naval base nearly the

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entire day. Vendors abounded and the usual ones showed up--Maguire's, Mother's, and so on. There was even a vendor that sold complete racing clothing--fire resistant shoes, jacket/pants, headgear, helmets, and gloves, just in case your recently



crashed and incinerated car destroyed your precious race outfit. Buy another outfit, borrow a car, and get out there and race!

Another cool area was pit row. In many high profile racing events, good luck at getting near the pit area. You either have to know someone or purchase an expensive pit pass. Not at Speed Festival. Your \$25 enabled you to enter all areas of the Festival and get right up close to the cars and talk to the drivers and mechanics. So, of course, we spent most of our pit perusal time at the AMC Javelin race area, where four cars were exhibited.

They ranged from a '70 Javelin (which still used a Motorola voltage regulator!) to an early '70's Javelin. Of course, all were tricked out for racing and had pedigrees to prove it. The AMC mechanics



weren't too friendly, but the Shelby Cobra guy was and spent 15-20 minutes talking to us about the two genuine Shelby Cobras under his canopy.

The car show awards were given out at 11:00 am and for the AMC class, Steve F. took 1st place, with Randy coming in 2nd place. I'm sure that John and his survivor AMX was close behind. John--when're you going to restore that thing, anyhow? This year the organizers added a special touch to the event by allowing all of the 1st place finishers



to take a victory lap around the track. It wasn't like Irwindale Raceway (no burnouts, unfortunately), but it was fun.

Finally, the highlight of the day was the vintage racing. A spectator-friendly 1.7-mile course was constructed in a matter of days on the runways and



taxiway of Naval Base Coronado. The 2008 Coronado Speed Festival featured over 225 of the

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world's top racing machines from years gone by competing in nine classes. These vintage race cars are chosen to compete on the basis of their historical significance and certified authenticity. Of course, the last race of the day was most entertaining as our beloved Javelins, all four of them, were in the historic Trans-Am group, and was it an awesome sight seeing four red-white-blue machines slinging it out with Mustangs and Camaros. The smell of partially burned exhaust constantly filled the air--what a wonderful smell! In the end, the Javelins took 2nd and 5th places.

All in all, everyone had a wonderful day and very much enjoyed their experiences in Coronado. Mark your calendars for the same time next year, so you too can experience the joys of AMC racing machines.

Steve Fox

MEMBER SPOTLIGHT

The "Member Spotlight" article in this month's SoCalAMX newsletter focuses on Nat Powers, an interesting and well traveled gentleman. We don't see him too often because of all his hobbies and activities that keep him very busy, such as Alpine Ski Racing (SL/GS/SG, USSA Coach), teaching Scuba Diving (PADI DM), flying sail planes, cycling, hiking, kayaking, and playing with his other "toys" at the Laguna Seca Raceway. He has owned a 1969 AMX since 1973, and once owned a 1973 Javelin. I'd love to tell you more but it'd be better if Nat told you his story himself. Here it is..

Mark, SoCalAMX Newsletter Editor

A Brief History of Bakyira & the Airborne -X- Man

Growing up in South Central, I had the misfortune during my high-school days to be surrounded by the guys constantly acquiring NEW Plymouth Dusters, Twisters, Cudas, Challengers, Chargers, 442s, Firebirds, Cameros, GTOs and every other muscle car you can imagine as the late 60's was indeed the era of Hi-Octane. And this, while I had inherited my school teacher mother's Mini-Brute, a 1.1 liter almost 4-banging Opel Kadett Station wagon as my first ever personal automotive transport.

You can imagine the nature of ego suppression this caused when arriving at school and seeking a parking place for my ugly little station wagon among the fumes and burnout's of my sophomoric classmates. Yes, I was, or at least my car, should have belonged to a 1970's NERD.

Then my best friend Herb and I took a midnight ride to Walker Bros. Rambler - American Motors Dealership up on Western Ave. For Herbie the effect was immediate and overwhelming, such that a pink slip was acquired only four paychecks later and the joint/bank ownership of a 1968 Javelin 343 Automatic was contracted. As for myself the AMC addiction took a little longer and was the result of complete and extensive immersion into the as yet unfamiliar world of American Motorsport, Outlaw Car



Clubs, Webber, Edelbrock, Hooker, Thrust and Amoco White Gas with 101+ octane.

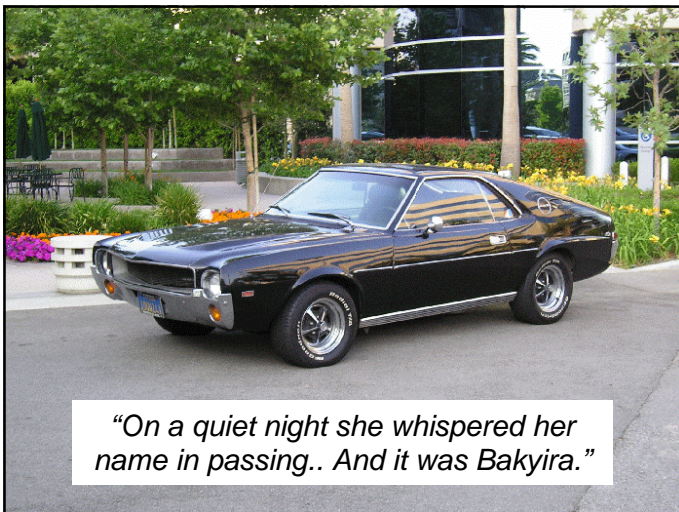
My social standing in 69 took a major leap by association to the unique lines (and Crenshaw-Midnight proven record) of the only Javelin in the school parking lot, but this was as nothing compared to the falling in I had with the Javelin/AMX Racing Team of Los Angeles who would congregate at the Union-76 station on Gage at Western. At that time Walt Malone was the President of the JAV/AMX car club

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driving the Xterminator 401, with their primary street rival as Peggy Moore and her MEAN-Machine 440 Duster lording over the MOPAR-Inc car club.

My status at this time was only as an associate member (requiring as necessary, I park my piece of nothing Opel off property.) Suffice it to say my automotive education began in earnest (at the ankles of Big-Ed who owned the 76 station) while rolling with this crew. And roll I did, right up to the point I fried the engine in the Opel and swapped its power-train for a 289 small block with exhaust that still sounded tinny



like an Opel. It sounded small and weak until you punched down on the 4-barrel Carter, much to the distress of Corvettes, Mustangs and Elegance VW's alike. After all the cutaway we did to drop the block and trans in, it wouldn't handle worth a damn, but straight down the 1/4 in the Goodyear plant off Central that was another story--on how I earned FULL membership in JAV/AMX as the designated Saturday Night Sleeper.

By this time the 343/390 AMC addiction had totally taken hold, as had the immanent draft for selective service, so it was for me as a young Airman in the fall of 1973 when my eyes beheld my best girl for the first time. She was moving out the main gate of MacDill AFB as I was coming in. I was enthralled, enraptured, incapacitated, I was in-X-love, some refer to this as a state of X-ta-See.

The young Marine that was her guardian at the time had a thing for GTO's, but it still took me 4 months of haggling to get him down to my price. Actually he was happy to bargain after having to crawl below her in a near frozen Florida parking lot and having replaced only her clutch. So of course the Throw-out Bearing was the next thing to go and my price became \$350 (so that the Marine could avoid the cold earth flat on his back once again.) A 1969 AMC AMX, 390 (6.4 L) V8, stock Borg Warner model T-10 4-speed manual transmission under a Hurst shifter, factory tachometer and 140 MPH speedometer, which is dead on accurate. Canadian Rally Pak (Center Console Vacuum and Oil-pressure Gauges) and a wondrous padded between the seats convertible arm-rest center seat (not seen in any other vehicle but one.)

On a quiet night she whispered her name in passing.. And it was Bakyira.

As most GI's have found lust in several ports, I too was no stranger to bi-coastal affairs, having traveled home to Los Angeles on Xmas leave



and attempted to support my (as yet mechanically challenged) younger brother in maintaining the hybrid Opel I had left behind. Here again fate was to wag its finger in my face, for across

a crowded Ford parking lot, I spied my next future Ms. Thing (a 1973 Pierre Cardin 401 (6.6 L) Javelin), flashing me as if we were old lovers. 48 hours later she was mine and we were indeed lovers, her name was ShierKan. 48 hours after that I turned the keys over to my younger brother for her safe keeping. All this was just days before my best girl and I were to be officially joined in Tampa, Florida (Thank goodness for Military Servicemen Loans.)

Back in Florida and almost immediately to seal our engagement, I bought my local girl a new

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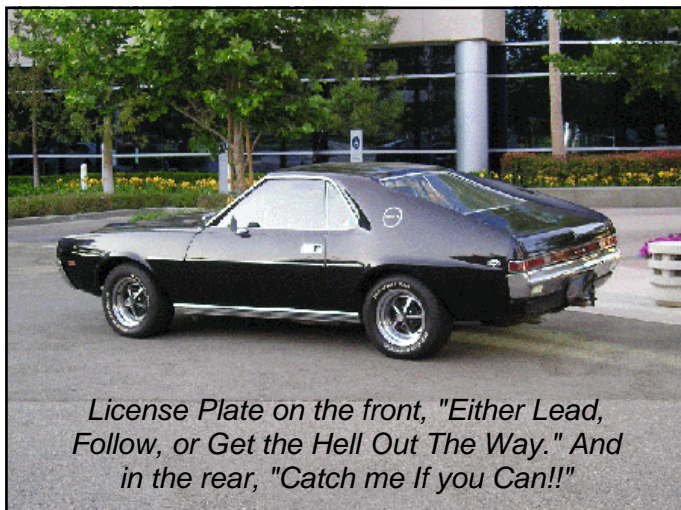
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ring gear, a new clutch, pressure plate and throw-out bearing as acknowledgement of our joining, and suggested it was time for a road trip. We were both still quite young and foolish so we traveled across Florida to the fabled Daytona Beach, where after donning a borrowed pair of wrinkle wheel slicks, sucking on a



bit of AMMCO pure white goosed fuel and still able to boast Box-Stock, we turned a 13.95 thru the quarter mile. My first time with her is simply unforgettable, the way we fit together, the way I responded to her, just the way she moved me.

Though Aztec Bronze / Burnt Orange when we met, I had her spend time in the salon for an Enamel-Black Clear coat treatment sometime in 1978 and she's maintained this image ever since (though her Bronze roots are sometimes visible if you peer underneath her skirt). We've shod her with B.F. Goodrich TA's since day two in Daytona and never looked back. The interior



License Plate on the front, "Either Lead, Follow, or Get the Hell Out The Way." And in the rear, "Catch me If you Can!!!"

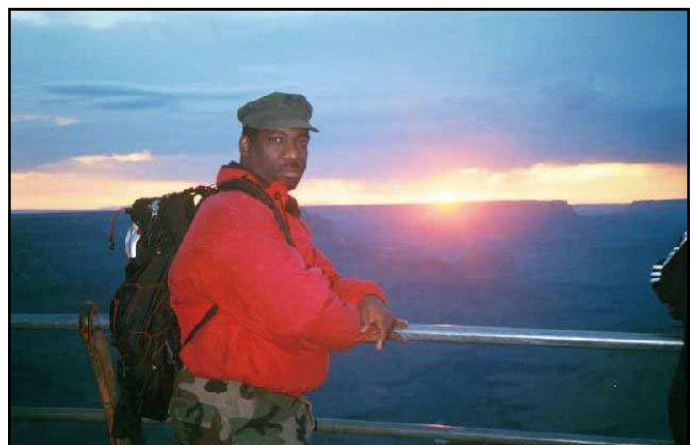
is all original (sans carpet replacement), clean and everything functional, Black on Black in Black, even have the original AM radio. I had to rebuild the headliner, clean up the seats and refill the seats and backs with new custom made foam.

Yes, we've been around the block more than once. We've traveled the CONUS together, as snowplow lead in a caravan of trucks on 1978 New Years morning. That AMX front bumper does a fare job of brush passing a fresh 18" of snow, if you can maintain your traction on the old Interstate 40 in the middle of a New Mexico morning. Military transfers have seen us rolling Tampa to Seattle, Los Angeles to Biloxi, New York to Long Beach and back again. In April 1979 we started but didn't finish the Sea-To-Shining-Sea Memorial Trophy Dash. A heart transplant was required at that time and again in 1993 but no boring has been done and otherwise we've been a stock couple for 30+ years, and are looking forward to the years we have left together here on the left coast, cruising the PCH (without lead in our tank, while we can still get petroleum products.)

So my old girl and I are a bit long in the tooth and I baby her a bit. I've never considered a complete restoration because her flaws are directly connected to my memories of those Long Saturday afternoons and nights at The White Castle, a can of Turtle Wax in one hand and a shammy in the other.

Listen close to the wind on these clear autumn nights, you may hear Bakyrira's throaty growl in the distance.

Nat Powers



Roam'n Relics

The Roam'n Relics Car Show in Moorpark is coming up this month on October 26th. It's an outstanding show that I've attended once before, and a bunch of AMC'ers are going to join me again this year. The show is great because there are so many cars to check out over the duration of the show, plus there are thousands of spectators there to look your own car over. Unless you're worried about getting a hoarse throat from talking to too many people, you'll want to have your AMC there. If we show up together we'll be able to park together too.

Hobie Kaptan joined me last time at the show, and I assume will want to go again. Bob Martinez is go-



ing this year, and John Caley spoke up he is going too, that's a quad core so far of AMC's. Let's see how many we can assemble together this time. You can see by the photo of the past show I went to how many spectators will be there, very well worth your time!

As for directions to the show it is in old town Moorpark on High Street. Between now and the day of the show a place to meet and enter together will be announced on the SoCalAMX Yahoo Groups.

I talked to Bob Martinez about it and since he lives close to the show he has offered to host a Bar-b-q at his house minutes away after the Roam'n Relics Car Show has ended. Thank you Bob! Directions to Bob's house will be handed out at the show.

<http://www.roamnrelics.com/events.html>

For pictures of the 2005 show check out this Internet link: <http://snipurl.com/relics05>

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. 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



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.

What Is It?

The AMX is a 2-seater. For people who love sports

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.