

THE ARIZONA RAMBLER

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Just the other day, as I was putting together the second of four wire wheels from the newest project, I asked my husband and son if they were as happy as I was that we worked on cars that weren't the same ones we saw on every T.V. car show. You know the ones - they have a handy dandy catalog listing every reproduced part ranging from floor boards to headliners. Wasn't it wonderful, I asked them, that we have to do things the old fashioned way, to improvise and to hunt down the things we need? They both answered with a resounding, "No, we want a catalog that has everything in it. It would be so much easier."

What a couple of kidders!

Keeping AMCs on the road has never been as easy as it is for those driving cars from the big three, but the rewards are different, too. I take great pride in answering questions about my car that end with "How did you do that?" When we started on our Ambassador wagon, several years ago, we had no idea what we were doing. We had a TSM, some basic mechanical and artistic skill, and patience. This served us well. We managed to not mess up too badly. My favorite thing to say about my car is, "If we could do it, anyone can. Get started, try and see how far you can go." You will be amazed - even without that handy dandy catalog of parts.

The Cactus Classic Show is March 22-23 in Phoenix (more info inside). It's a nice show and it would be great to see other AMCRC members there with or without cars. We'll be there as long as it isn't snowing in Flagstaff the morning of the 23rd. Please stop by to say hello if you go.

This is YOUR newsletter - so if there is something you want to see, please send it to me at edmonds02@msn.com

<http://grandcanyonamc.weebly.com/>

Happy Rambling, Suzanne



Promoting the automobiles produced
by the American Motors Corporation
between 1954 and 1987

Grand Canyon AMCRC Chapter

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2012 AMC LAS VEGAS REUNION - BY DAVE EVANGELISTI

THE LAS VEGAS SHOW THIS YEAR WAS GREAT, EVEN THOUGH WE HAD TO LEAVE THE HOTEL AT 7:15 AM BECAUSE OF A TRANSFORMER FIRE ON THE ROOF THE LAS VEGAS CLUB AND MARK OGUINICK HELPED MAKE THIS YEARS AMC REUNION AN EXCELLENT SHOW, AND A GOOD TIME FOR ALL. ENJOY THE PICTURES.







CLEANING WIRE WHEEL COVERS

Our newest project came with wire wheel covers with spinner caps. The car sat in a garage for 33 years, so everything was well preserved but covered in lots of grunge. One of my projects was to clean the wheel covers (Image A). I found the easiest way was to take them apart, clean them, then reassemble.



A

Image B shows the backside of the cover, with the two sets of 1/4 inch screws. The inner 4 screws release the "R" cap and the outer 8 hold down the larger cap that holds the inner spokes in place. On the first wheel cover, I took the spokes off without noting their locations, and the reassembly was more involved. After that, I clocked them according to the valve stem hole (Image C) and placed them on an old, but clean towel (Image D).



B

I used mild dish soap to remove the grunge. Toothpaste worked well on the more stubborn spots. I always try to use the mildest stuff first. Stainless steel polish restored the shine. These are used wheels destined for a driver, and they already had some scratches, but their inner black paint was perfect, so I did not need to touch it up.

I reassembled the spokes in the order I removed them, so they returned to their original spots. The smaller, outer spokes went on first, and the larger cap was fastened down with its 8 screws. The larger spokes were held in place with the R cap, and were secured in place. A little wiggling of the spokes was needed to get them to fit back into the grooves on these caps.

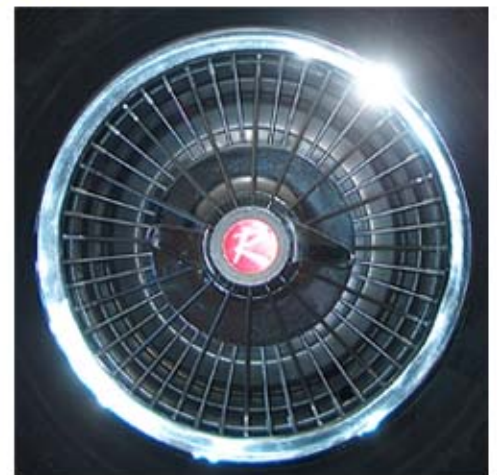


C



D

The result is shown in Image E



E



Many of us hope to find a car "like the one we used to have." My sister was on such a quest. The only problem was that the car she was hoping to replace was a rare one: a 1966 327 Marlin with a 4 speed.

Last summer, after searching and not finding one of these rare fish, she brought home a '66 Marlin, 327 with an automatic. It was a complete project, needing a full restoration. Little did she know that, just a few months later, her dream car would show up in the AMCRC Ad Release. A call was placed to the number in the ad, photos were e-mailed, and before the day was out, she had a 4 speed Marlin which had been sitting in a garage for 33 years.

The picture to the left is one of those sent by the seller.

Rick, Matt and I have no delusions about our car-restoring abilities. We are NOT professionals, and indeed, the phrase, "Making it up as we go" is our garage credo. Still, my sister felt this qualified us to work on the Marlin, so it came to our garage in January. The plan is to maintain the cool survivor barn (or garage) find vibe it has, and to turn it into a reliable driver, cruise-in and local show car. The car has a near-perfect interior, needing little more than a good cleaning. The body is rust free, but there are some areas that show corrosion caused by the car being by the ocean. The Marquessa Mauve paint is very presentable, although the chrome suffered from that sea air, and shows some pitting. Before it was parked, the car had a career as a drag racer, and, when my sister took possession, sported 10 inch wide tires in the back, and Cragar wheels in the front. The original engine had been removed before the car was raced and was on a stand. it came with the car, but needed work before it would run. The transmission and rear end (limited slip), both appear to be in good shape. The car came with a trunk full of goodies including extra wheels, chromed engine parts and wire wheel covers.

The first thing purchased was a TSM, quickly followed by four tires. The engine is the biggest project, as it is seized, and missing quite a few parts. It's currently at the machine shop, and I, being the family shopper, have been rounding up the needed parts. AMC people are always so eager to help each other, be it with advice or parts, and both are flowing in as we dive into the Marlin.

While we wait for the engine's return, we're addressing the brakes, which are not in a standard configuration. This car has duo-servo drum brakes in front, and non-servo drums in back. Normally, the non-servo rear brakes came on cars that had discs in front. Sometime in the car's past, either the front brakes were swapped or the rear. In anycase, the decision was made to replace the rear brakes with duo-servo drums, which was a correct factory configuration. Parts for the non-servo brakes are difficult to find and this did not fit with the car's intended use.

What have we done so far? Parts have been gathered. The electrical system has been inspected, and is in good shape. Fortunately this car did not suffer the ravages of rodent occupation. There are several aftermarket gauges which are not yet hooked up, but otherwise, everything works. The engine compartment has been cleaned, but still needs some more work before the engine comes back. I have cleaned the wire wheels, and they are ready to go on. The front of the car showed corrosion from years near the ocean, and the grill, hood latch and horns have been cleaned, and repainted. One roof rail, which was bent, was straightened and a small missing connector piece was fashioned from a left-over roof rail from my wagon.

What is next on the list? Brakes and engine top priorities. New shocks and other suspension issues need to be addressed, and the car is missing an exhaust system. The paint will be rubbed out and waxed, and the chrome cleaned up as much as possible. With a little luck, the car should be back on the road this summer, the first time in 34 years.

PICTURES - BECAUSE EVERYONE LOVES PICTURES

These first three photos were sent by the seller, showing the car's condition



Some pictures of our progress



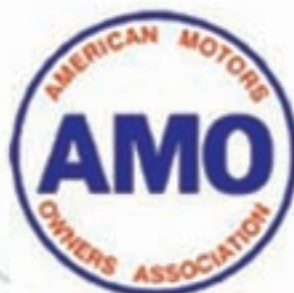
*What are YOU working on?
What have you done with your AMC lately?
I would love to feature YOUR story next time.*

Please send information and photos
to me at edmonds02@msn.com.



What's in YOUR garage?

CACTUS CLASSIC XII
Cactus Cruisers AMC of Phoenix, AZ
March 22nd & 23rd, 2013



Cactus Cruisers AMC presents their Twelfth annual Cactus Classic AMC Car Show.

Friday 3/22/13 : 2 pm to 4:30 pm Garage Tour

Meet at the AMC Hobby Shop of Dan Curtis, 10728 N. 96th. Ave, Peoria, AZ 85345 2:00 pm to 3:30 pm
Travel to Kirk Fletcher's home garage, 12115 N. 73rd. Ave, Peoria, AZ 85345 3:30 pm to 4:30 pm
Afterwards we will caravan over to Chilly Bombers Bar & Grill in Glendale.

Friday 3/22/13 : 5 pm to 8 pm Cruise Night at Chilly Bombers

After the Garage tour we will caravan over to the local Friday Night Cruise at Chilly Bombers Bar & Grill, 4917 W. Bell Rd., Glendale, AZ. 85308, 602-298-0843, www.chillybombersnightclub.com

Saturday 3/23/13 : 8 am to 3 pm Cactus Classic XII AMC Car Show

Car Show will be at the North Hills Church of God parking lot, 15025 North 19th Avenue, Phoenix, Arizona 85023, South of Greenway & East of 19th Ave. Registration Starts at 8 am and the show begins at 9 am. Trophies will be presented at 2 pm. This show is open to all AMC, Rambler, Nash, Hudson & Jeep vehicles of all years including Metropolitan's & Nash-Healey's. There will also be two classes for Mopars Unlimited club members.

Saturday 3/23/13 : 4 pm to 9 pm Cruise Night at Matta's

Mesa Riverview Cruise Night hosted by Matta's where we will have a section reserved for our AMC's. The location is at 1501 N. Dobson, Mesa, AZ 85201, Loop 202 and Dobson Rd., Southeast corner.

Sunday 3/24/13 : 8 am to 10 am Breakfast at Denny's

We will gather for a no-host Breakfast at the Denny's closest to the Peoria Sports Complex before everyone heads home. Denny's, 8131 W. Bell Rd., Peoria, AZ 85382, 623-486-8505. The baseball game starts at 1:05 pm.

Host Hotel : Drury Inn & Suites Happy Valley

Drury Inn & Suites Happy Valley, 2335 W. Pinnacle peak Rd., Phoenix, AZ 85027, 1-623-879-8800, Fax 1-888-221-6260, <http://www.druryhotels.com/Reservations.aspx?groupno=2157428>, Group rate of \$119 per night, we have a block of 10 rooms until the cut-off date; February 18th. Cactus League pre-season Baseball will be in full swing so don't delay if you want the best rates.

For additional information contact
Kirk Fletcher 602-689-9222 fletchkirk@hotmail.com or
Gary Zinman 623-566-7956 gzinman@cox.net