

THE ARIZONA RAMBLER

THE OFFICIAL PUBLICATION OF THE GRAND CANYON CHAPTER OF THE AMCRC

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May 2015

Happy Spring...sort of. As I write this, it is spitting rain and sleet in Flagstaff, as it has nearly every weekend this May. Of course, the car show season is starting up, and this has put a damper on those. Still, a little rain never hurt anyone, and it wipes off. My car is currently in the shop, the other AMCs are either out of the state with their owners, or not running, and the Pontiac project is almost ready to go. Almost being the key word. I still have attended on foot, to encourage those who go the extra mile for all of us and organize local shows.

This leads me to my point: volunteering. Those events we so enjoy going to, shows, cruises, tours, and all the rest, whether with a car or as a spectator of other people's cars, depend on volunteers, and they are always looking for a few more. Take a little time to give back to the car community. You will be glad you did, and you'll meet some great folks.

A year ago, at a show in Prescott Valley, we pulled the Marlin on to the show field and one of the first cars we saw was a turquoise 1965 Classic 770 hardtop. As I registered, I asked who had the Rambler. A tall fellow smiled, chuckled a little, and told me that that was Reita's Rambler. He introduced himself as Jerry, Reita's husband (and car builder), and introduced me to Reita, who was busy running the car show. We chatted, and I told her I had to know the story of her car. Here it is....and if you ever see a turquoise blue Classic sporting a little Boston Terrier on the hood, I suggest you take a moment to visit with the people who came in it. Reita and Jerry are a couple of the nicest folks you will meet. That Rambler's pretty nice, too.

Happy Rambling, Suzanne

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



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

Grand Canyon AMCRC Chapter

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Reita's Rambler

Three years ago this April, my husband, Larry, & I decided we would stop buying cars, because we had a number of projects either under construction or waiting to start. The very next day he came home from work, and the first thing out of his mouth was, "I bought another car." I gave him a really dirty look and walked away. I refused to talk about it for a couple days. If he said anything, I just grunted.

Then Jerry (son) called Thursday and said "Mom how do you like the car?" I said I haven't talked about it and explained why. "But Mom," Jerry explained, "he bought it for your birthday." Do you know how silly you feel, when a child you raised says, but Mom, it's for you? I was doomed. Jerry picked it up from the seller, and that Friday, Larry & I took our trailer and picked it up at Jerry's house in Surprise.

Once I saw the car, I had a change of heart. "Oh yes, this can be fun". I knew right away I wanted it turquoise on the outside & brown inside.

It was not going to be a quick restoration. Backing it off the trailer at our place, the right front control arm fell out. The interior consisted of 2 furniture blankets wired to the seat frame. It had loose door panels, but a fairly decent looking dash. The engine (287) had ZERO p.s.i. compression in 4 of the cylinders, and water poured out of the water pump nearly as fast as we poured it into the radiator. The windshield, cracked beyond repair, sat in the frame without a gasket. We determined the Classic must have sent a good portion of its life bouncing across a farm field, do to all the damage to the undercarriage and the fact the entire cooling system was completely filled with silt. The radiator, dry, weighed 45lbs.

Larry and I went to Phoenix for the material for the interior. I picked a brown but I liked the backside of the material better as it had orange woven in it. "I like loud colors", I told Larry. He covered the seats with the plaid material with brown sides & turquoise piping. He then painted the exterior with three coats of turquoise. It just needed to be a tad darker, so he redid it.

He rebuilt the engine & transmission.

So, 2 yrs later our first test drive. She over heated and we walked 3 miles home. 2nd time out was good, but, like all projects, she still needed a few little things done.

I've customized my Rambler a bit. Larry put an air conditioning unit in for me. On the hood of the car you will see a Boston Terrier. It comes from a trophy I won when I was showing dogs. In the back seat, you will see a teddy bear all dressed up. My grand daughter wanted to take me to build a bear for my birthday. We had lots of fun doing this together, and the bear is there to remind me of this.

At Galpin Ford Car Show Sept. 27, 2014, she won Best Orphan. It really has be a journey but once your really think about it has been fun. It's a really nice car, my 1965 Rambler classic 770H.

Hope to see lots of you in the future.

Dr. Reita Robertson



Cactus Classic XIV

31 cars attended this year's Cactus Classic, put on by the Cactus Cruisers AMC Club in Phoenix. This year, the show was part of the Cruise on Central event, held in downtown Phoenix, which afforded the cars much more exposure to the non-AMC car community. The weather was perfect, the venue was exciting, and the cars were fantastic. Here are some pictures of the event, courtesy of the Cactus Cruisers.



Thank you to all the organizers and exhibitors



Fabricating Rubber Bumper Fillers

Cars of the 1970s are becoming more and more popular as restoration projects. Some of the toughest things to fix or find are the rubber “bumper fillers”: those flexible structures that fit between the body of the car and the bumpers. Often, they are broken, missing, or brittle from age and exposure to the elements.

Our current project is not an AMC, but is a 1977 Pontiac Ventura that still had all of these intact, but the corner pieces had become very brittle and were beyond repair. Searching the internet and known suppliers was fruitless, and the only ones available were as old and brittle as the ones we already had. We decided to see if we could make our own, using the old ones as models.

I had done some sculpture work in college using silicone and knew it to be a wonderful, if temperamental, medium. My husband is game to try anything and is good at figuring out solutions to problems. Armed with this, we hit the internet for research – lots and lots of it. We ended up with replacement pieces that successfully replicated the original pieces and are now on the car.

Here are some terms for anyone wanting to try this (it’s not as hard as it sounds, but you need to plan ahead).

Original or master: what you are starting out with – the initial positive

Mold: the negative formed from the original

Cast: the new piece created from the mold – the final positive

A word about making molds. The most important thing about a mold is that you can get the final casting out of it. One piece molds require that the piece can be easily lifted out of the mold. As what we made had one side that would show, we opted to make one piece molds. More complicated shapes often require two piece molds so that nothing is trapped. A trapped shape will hang up in the mold. It is also important to know that some of these chemicals will not set up if exposed to others, so research this stuff carefully. Silicone that does not set up is nasty to clean up (Hint: plain old powdered Tide washing detergent is useful for this, if necessary).

Here’s what we used. I have included links to the site for those who wish to read more about these products. There are other products that will do the job, these are just the ones that we used.

Alumilite’s High Strength 3 - flexible silicone mold making rubber. <http://www.alumilite.com/store/pg/19-Products.aspx>

Alumilite Flex 80 - an extremely tough flexible urethane rubber excellent for duplicating/casting hard rubber parts or for making hard urethane rubber molds.

Castin’ Craft Mold Release and Conditioner. You want to get the cast out of the mold. This helps greatly.

Evercoat Poly-Flex – glazing putty to fill and repair any areas of the cast that did not fill correctly (usually due to air bubbles). Can be sanded.

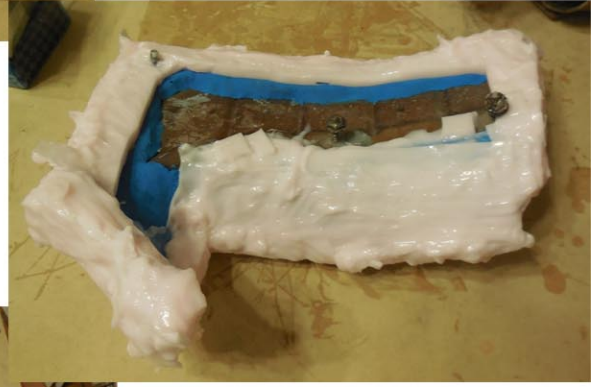


Steps

1. Clean and repair the old pieces – the originals. Some chemicals will prevent the molding material from setting up, so carefully read the instructions of whatever you use. Doing a small test mold is recommended.



2. Build a box or frame to support the Mold. Silicone is flexible and you will need to anticipate how to support the original while making the mold, as well as protecting the mold after it is poured.



3. Set the original in the box.

4. Carefully, following instructions to the letter, (have I mentioned this stuff is particular about these things?), mix the needed about.

5. Apply to the original either by pouring or painting it on with a sacrificial paint brush.



6. Allow to cure.

7. Remove the mold carefully from the original. The better the mold, the better the cast (final outcome).



8. Support the mold so that no distortion will occur when the casting material is poured into it. The box used to constrain the initial cast can be used, as well as cutting Styrofoam blocks to fit.

9. Mix (again, following instructions) the casting material, pour into the mold, turning it as needed to achieve full coverage.

10. Allow to cure.

11. Remove carefully from the mold. You will want to retain the mold undamaged if possible, just in case the first casting did not come out as planned.



12. Trim any flashings or extra seams from the cast and fill air bubbles with glazing putty. The glazing putty can be sanded, but the rubber structure cannot.



13. Prepare for painting as you would any other flexible rubber part.

14. Enjoy your good as new bumper filler.

The Great Race Comes to Arizona

The 2015 Great Race follows Route 66, which brings it right through Arizona. Planned stops include Winslow, Flagstaff, Kingman, and Lake Havasu. The lunch and overnight stops offer car enthusiasts a chance to see the cars and meet the people involved.

June 24

Winslow (lunch): Winslow Chamber of Commerce Parking lot 523 W. Second St. Arrival time is 12 noon

Flagstaff (overnight): Aspen Street, just one block off Route 66. Arrival time is 4:30 pm.

June 25;

Kingman, (lunch): Kingman Visitor Center, 120 W. Andy Devine Ave. Arrival time is 11:30 am and departure is 1:30pm.

Lake Havasu (overnight): McCulloch Bl; the first cars should be arriving around 4:45pm at The Red Onion. There will be a 3-1/2 hour downtown event at the Springberg-McAndrew Park.

What is the Great Race?

The Great Race is an antique, vintage, and collector car competitive controlled-speed endurance road rally on public highways. It is not a test of top speed. It is a test of driver/navigator team's ability to follow precise course instructions and the car's (and team's) ability to endure on a cross-country trip. The course instructions require the competing teams to drive at or below the posted speed limits at all times.

How does the Great Race work?

Each day the driver and navigator team receives a set of course instructions that indicate every turn, speed change, stop, and start that the team must make throughout the day (usually 220 to 250 such instructions per day). Along the course route there will be from 4 to 7 checkpoints recording the exact time that the team passes that point. The objective is to arrive at each checkpoint at the correct time, not the fastest. The score for each team is the result of the team's ability to follow the designated course instructions precisely. Every second off the perfect time (early or late) at each checkpoint is a penalty point. This format is much more mentally demanding than a flat-out cross-country race. Also, GPS or computers are not permitted and odometers are taped over. This is a test of human mental agility and endurance as well as classic car endurance, rather than programming capability. The course avoids timed segments on interstate highways, opting instead for scenic local, county, and state highways whenever possible through some of the prettiest country in the United States.

JUNE 20-28, 2015

2015 HEMMING'S MOTOR NEWS
GREAT RACE
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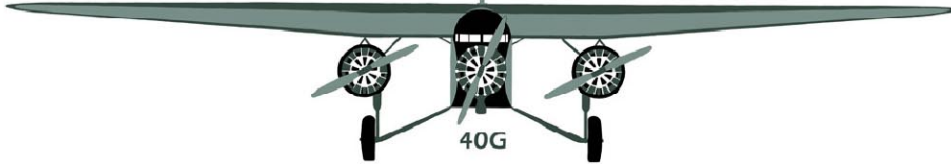


Coming Events



June 24-26 Winslow, Flagstaff, Kingman, and Lake Havasu
See article inside for more information. Let's plan a get together in Flagstaff on the 25th to cheer on the Great Racers.
Contact Suzanne - 928-527-0057 or edmonds02@msn.com

Grand Canyon | Valle Airport



Thunder Over Flagstaff Fly-In & Car Display

August 22, 2015

Benefiting EAA Chapter #856

To enter your vehicle and for detailed information about the TOF car display, please click on the link below

http://www.valleairport.com/uploads/2015_Car_Display.pdf

Flagstaff Airport is located approximately six miles from downtown Flagstaff, 35 miles from Williams, and 26 miles from Sedona. Take Exit 337 off of Interstate 17 toward the airport, then turn right going away from the Terminal.

CAR Display ENTRY FEE: \$30.00

EARLY REGISTRATION: \$25.00

(Postmarked Prior to August 1st)

ADDITIONAL T-SHIRTS: \$10.00



Summer's more fun in a RAMBLER