



July 2020 Edition (AKA Still Social Distancing Edition)

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President's Message

Hello Ramblerinos: With the Corona-virus pandemic lock-down still more or less in place, and virtually all the summertime classic car shows having been cancelled (or postponed until next year), we (your intrepid newsletter editor, Joe Fulton, and I) have more time (fortunately or unfortunately, you decide) to get some more Gold Standards published.

To begin with, we are going to try and salvage at least two of the next three events on our 2020 Event Calendar, to wit:

*****SATURDAY, SEPT. 19TH ANNIVERSARY / ANNUAL PICNIC / BBQ (10:00 to mid-afternoon at Hagaman Park in Central California):**

We'll have more info shortly from Cliff Dorsey (posted to the PGRRC website and/or distributed to members) regarding the location, and the various routes for easily getting to Hagaman Park from every direction in Northern California. Suffice to say (for the time being) that it is located alongside the Merced River, on River Road just east of Hwy 65, which runs north/south between the large towns of Turlock on the north and Los Banos on the south. River Rd. (which crosses Hwy 65) is about equidistant between the small towns of Hilmar to the north, and Stevenson to the south. Merced County has now reopened the park and (wearing masks and

social distancing) we should be able to safely get together for this event. The club will supply drinks (soda or water) and charcoal for the BBQ, but will not supply the meat (hot dogs, hamburgers) this year (as our revenue is a little down from past years). Please bring your own meat for BBQ'g, and a side dish for three to five extra folks (besides yourselves) and give me a call (831-663-4678) or send me a message to let me know if you plan to attend (so we can do further event planning), and advise which AMC's / Ramblers you will bring.

***SATURDAY, SEPT. 26TH IRONSTONE CONCOURS D'ELEGANCE (8 a.m. to 4 p.m.) at Ironstone Winery in Murphys, Calif.:

Instead of cancelling the show, Ironstone Winery is going ahead with a scaled down version of their terrific classic car show up in the quaint, Gold Country / Sierra foothills town of Murphys. Applications (which will be posted shortly to the Ironstone website) are being accepted but only until Sept. 1st. Unfortunately, the event will consist only of a driving tour and a car parade (across the stage at the Ironstone amphitheater), and the complete classic car show will not be reestablished **until** 2021. Many of us will not take the trouble (and expense) to attend a drive and parade (without a car show). We (PGRR) had intended to promote a class of Rambler Americans this year (to follow up the successful promotion of AMX and Marlin classes in the past couple of years), but will wait until 2021 to marshal a class of Americans. (If you have a Rambler American and would be interested in displaying your car next year, let me know, or Warren Martin, who's been our liaison to Ironstone for the past several years).

***FRIDAY / SATURDAY, OCT. 9TH / 10TH, 5TH ANNUAL MID-COAST AMC SHOW, SANTA MARIA, at the Radisson Hotel:

This event is not yet on the Event Calendar (as it was still pending and "up in the air" when the Calendar was put together at the beginning of the year). Recently, we moved the event from its previous time slot in the already crowded month of September, to the weekend of Oct. 9th/10th. (Driving tour and lunch on Friday, the 9th, and the usual AMC/Rambler show in the Radisson parking lot on Sat. the 10th). I have again arranged with the Radisson for a preferential / discounted room rate (\$104 / night before hotel taxes) and our friend, Ken Norman, will be arranging an interesting drive tour for Friday, and we will maintain the very low entry fee of \$20 per car. A flyer for the show, along with an Application, are attached to this newsletter (and also will be posted to pgrramblers.org). Please send in your Application to me (18264 Pesante Rd., Prunedale, CA 93907) ASAP and make your room reservations directly with the Radisson. In the past 4 years this show (ably staged by Stan Kelly with the assistance of Ken Norman) has successfully attracted many of our friends from Southern California, and this year should be no exception. "Rambler Guy" Ane Uno, with the newly formed SoCal Rambler Club, is expecting to bring a "caravan" of Rambler owners up from the LA / Orange County area, and (professional artist that he is) has graciously offered to screen any plain t-shirts brought by attendees with a very cool, hip logo for the meet, for only \$5 each. (See the flyer and application for more information). **The show flyer is attached.**

We are confident that all of these events can and will be staged safely and successfully, with proper distancing and use of face masks. Please plan on making an appearance at the club picnic / BBQ in Sept. and entering your car in the Mid-Coast meet in October, if at all possible. A reminder, however, that any or all of these events are subject to local rules and may be called off or postponed due to a surge in coronavirus cases locally (in which case we will endeavor to notify anyone and everyone who has notified me of their plan to attend).

Steve Green
President, PGRR

Editor's Note: Social distancing can be done in your Rambler. People are still out there on the roads and in the parking lots. They are generally curious about our old cars. They appreciate our old cars even if (or perhaps because) they sometimes don't know what make they are or who made them. I think a lot of people take them for Fords, but maybe that is just my experience. Take the time for safely socializing and you will probably hear stories about someone they knew or which they are related to who had a Rambler (or a Javelin or an AMX or a Rebel or a Marlin).

In the vein, Steve and your editor made a fun trip down to Santa Maria recently and met with Ane' Uno who had driven up from Los Angeles with some parts for a project car I needed. A big thanks to Ane' and his lovely friend for making the trip and helping to save another old car. Steve and I met with Ken Newman and his friend Beau (Bo?) and surveyed Beau's project cars which really displayed his talent as a designer and builder of custom cars. We had a nice sit-down meal in a family restaurant open for approximately 50 per cent occupancy (What a concept!) and a pleasant drive home on a really windy day.

We don't have any event reports in this issue (again) so if you have taken a trip in your Rambler or have a project report, we'd love to hear about it and I am confident the membership would like to hear to

Feature

The 1960 Ramblers

This newsletter previously highlighted the 50th anniversary of the introduction of the AMC Hornet (February) and the 50th anniversary of the Gremlin (May). Since we don't have any recent event reports to publish I thought it would be interesting to look back sixty years and survey the 1960 Ramblers. I enjoy studying industrial history and how technology advanced and information about the people involved.

1960 began a new decade which turned out to be tumultuous and filled with social and technological milestones. It would see the assassination of a President, his brother, and a major civil rights leader. It would see the U.S. put a man on the moon. In the automobile world it would see the economy car truly spread throughout the big three U.S. automakers and the creation of the pony car and the rise of the muscle car.

In 1960 AMC was still reaping the success of its recent redesign of the 1956 Rambler chassis and the re-introduction of the little Rambler as the Rambler American in 1958. The design teams were busy working on significant sheet metal changes for the Rambler American in 1961 but the basic Rambler American chassis and substructure would soldier on through 1963.



1960 American 4-door

The 1960 AMC's included the American, the Rambler Six, the Rambler Rebel (always with a V8) and the Ambassador (always with a V8). Styling did not change significantly from the 1959 models except for redesign of the rear fins and rear quarters with some minor other changes on the big cars.

The American had a 4-door added to its line for the first time. This might seem strange to spend the money to tool a 4-door in the last model year of a design but AMC managers knew they would be keeping the basic structure of the American (with only new external sheet metal introduced) and that they would need to compete with 4-door Falcons and Corvairs for the first time as well as Chrysler (not yet called Plymouth) Valiants.



Rambler Six Cross Country Wagon

AMC did well in 1960 with production of 458,841 cars and annual sales topped \$1 billion dollars first time in AMC (or Nash) history. AMC and economy were perhaps still synonymous in 1960, with 109,542 Americans produced and 297,368 Rambler Sixes produced. The best selling model was a Rambler Six 4-door sedan in the mid-grade “Super” line. So the 1960 Rambler you are likely to see on the road today based on sales would be a Rambler American or a Rambler Six. There were no convertibles produced. This would not change until 1961.



1960 Rambler Ambassador

Final thoughts about the 1960 cars?

What if AMC had kept the rounded Rambler American body style and only upgraded it technically like Volkswagen did for many years?

What if AMC had made a Rebel convertible in the late 50's and kept the convertible on that body through 1962?

Member Projects

Jace Kelly's 62 Rambler American.

Jace is the lucky owner of a very clean 1962 American which needed major engine work or a new engine. He and Stan were again lucky to find an NOS 195.6 flathead engine to replace the ailing unit. Here is his recent post to me and thanks Jace. I look forward to getting a ride in your car.

My dad just shared the newsletter and it reminded me I ought to give you guys an update on the little blue 62 American (and prove I'm finally working on it!)

As you know it had quite the rod knock which is why I hadn't driven it. I got the motor out a couple of weekends back with the help of Bruce Gasser. New engine is nearly ready to go back in and Bruce was kind enough to sell me an overdrive tranny for it which I need to now go through as well. First look it is pretty clean and it shifts nicely, so I think it will be a fairly easy project. I also determined the source of the chattering in the clutch, turns out the pilot bushing had broken and a piece was floating around in the center of the flywheel.

The project grows in scope but I'm just hoping everything is buttoned up mechanically when it goes back together. You'll see that I had to remove the rear end to drop the engine as the "big nut" was majorly stuck. Two five foot pipes and some jumping got it loose though :)

Was looking forward to you guys helping back in March but getting some additional time has been nice to really go through and make things pretty as well as a nice driveability upgrade before I put it back together.



Empty hole from below.



You have to break some eggs to make an omelet.



Out with the old.

Pam's 1968 Javelin

My friend's car, a 1968 base level Javelin is still here at home and I am slowly making some improvements and repairs. Thus far I have replaced the right side dash pad, removed the automatic transmission and transported it to our respected rebuilder, cleaned and painted the engine and replaced a couple of core plugs which were about to fail, and cleaned some of the accessories, sandblasted parts and painted parts. I have been purchasing lots of little things that it still needs.

I noticed a German language tag on the upper radiator cross brace and asked Pam about it. She did some research and found that the car was owned by a U.S. service member who had it in Brazil for about four years. The number might have been a substitute VIN number used in Brazil or, since there is evidence that the engine has been rebuilt, it could have been an identification number in case of warranty work. Who knows at this point? There was also evidence of a previous air conditioner compressor under the hood which is now long gone. Work still to accomplish includes replacement of a leaky pinion seal, replacing the front shocks, replacing the engine and tranny when the tranny returns from the vendor, replacing both front door windows, replacing the turn signal switch, and repairing the brakes. Oh and I need to repaint the engine bay (in progress) and repair and replace the grille as well as repair and polish numerous pieces of stainless trim. AMC friends and vendors have been helping with parts.

The car was painted black after arriving in Brazil because, as reported to Pam, police cars are red in Brazil so the car could not continue as a red car. Evidence of that black paint job is obscured by a subsequent Earl Scheib-quality blue paint job on the body, but traces of the black

reside under the hood. The engine bay will be returned to Matador Red. I have cleaned and repainted the engine the one-year-only 1968 color Alamosa Aqua.



The engine bay with traces of the old black paint over Matador Red, which will be repainted. It is hard to know where to stop when repairing this car but Pam just wanted to make it dependable.



German (Nummer) Number on upper crossmember raised questions.



Fresh paint on the engine.

Club Contacts

Steve Green, President – 831-663-4678

Randy Sikk, Treasurer - 209-499-7703

Neil Rodrigues, Secretary – 408-374-6288

Joe Fulton, Newsletter Editor – 831-206-6057

Note: The Santa Maria Show Flyer is attached.

Pacific Gold Rush Ramblers
present:



5th Annual
Amc
Santa Maria *show*

Raddison Hotel

3455 Skyway Drive, Santa Maria CA 93455

Special Rate (\$104 / night before hotel taxes) until approx. Sept. 15th - contact hotel directly

9am-3pm **OCTOBER 9/10**

Countryside Drive and Lunch- Friday

Club Show- Saturday

Fun bunch of Guys & Gals and Musde, Muscle, Muscle!

Contact:

Contact Steve, (831) 663-4678 Radisson Hotel,
stevegreen44@att.net (805) 928-8000