



# Keep Ramblin' On

Vol. 2, No. 4, November 2012

---

The High Desert AMC Car Club is Northern Nevada's club for owners and enthusiasts of AMC and legacy cars, such as Rambler, Nash, Hudson and Jeep. You do not have to own a vehicle to be a member. We are a Chapter organization of the national AMC Rambler Club (AMCRC).

## Club Events:

Saturday, November 17<sup>th</sup>- Monthly meeting at Fuddrucker's, Legends Shopping Center, Sparks. 1pm.

Saturday, December 15<sup>th</sup>- Monthly meeting at The Nugget, 233 N. Virginia St., Reno. 1pm.

## News:

We thought we'd have photos by now from this year's AMCRC Southwest Regional Meet, which was held November 2<sup>nd</sup> and 3<sup>rd</sup> in the Boulder City area, and hosted by our sister club, the Southern Nevada AMC Club. Several of our club members attended, including Jim Leathers, Jeff Filce, and Steve Costa. Pics should be available on their website soon.

## Club Membership:

Annual Membership Dues are \$20, and entitle you to this quarterly newsletter, a yearly calendar, and all the AMC fellowship you can stand! Apply at <http://hdamc.amcrc.com>. Although optional, we encourage you to also become a member of the national AMCRC organization. Dues start at \$27 and include 4 club magazines and 4 ad releases per year. [www.amcrc.com](http://www.amcrc.com)

**Special Deal!!** Pay the \$20 for your 2013 HDAMC membership before or on 12/15/2012 (our December meeting date), and the club will match the \$20 and add \$7 to pay for your 2013 AMCRC dues. How can you beat that?

## Classifieds:

Used 1970 log style exhaust manifold set. Unique to that year, works for Rebel Machine also I believe, \$50. Original air cleaner from 1970 360V8, with snorkel. Powder coated but a couple of dings, \$30. Late '60's type carburetor heat stove, fair, \$20. Contact Alan Golbov, 626-3814.

Richard Alonzo from our Sister club, Pacific Gold Rush Ramblers, has parts for sale. Rich is a longtime mechanic and owner of A & L Automotive in Sacramento and is closing his business soon. He is liquidating his stock of AMC parts, but we don't have a list of what kind of parts he has. The good news is that Rich will remain active in the AMC hobby. You can call him at 916-428-5744 to ask about any parts.

There is a gentleman in South Central California with some parts for a '64 Rambler American. Some of these parts might be free to a loving home. Call Brad at 805-965-5971.

AMC 232 inline 6, rebuilt and all original with a Borg Warner T-35 transmission, along with two, 12-bolt rear ends. Currently in Southern California. Out of my brother's 1966 Rambler. Contact Brooks Davis at 909-938-9897, or [streamhunter07@yahoo.com](mailto:streamhunter07@yahoo.com)



### Members' Rides:

In this edition we'll be starting a new feature about our members and their cars. Folks would like to know a little about you and your car, since all cars this old have some interesting stories. Think about doing a writeup for our newsletters in the future. For now, we'll start with the story of your humble editor's Javelin.

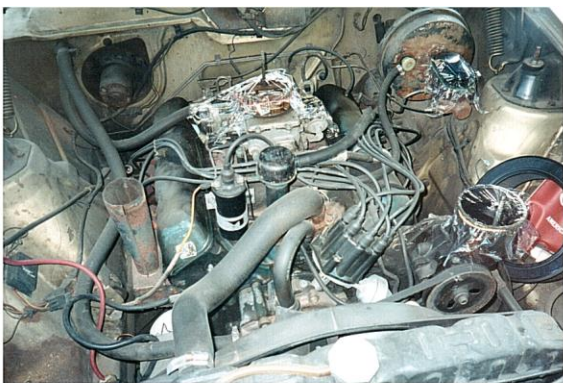
### Alan Golbov's 1970 Javelin

Alan's buddy Bob knew he was looking for a Javelin, and gave him the lead for this car in 1994. It had been stored outside, right next to Nevada Beach at Lake Tahoe, for about 10 years and was very neglected. The driver's side rear quarter had been buried in the wet sand and was rusting through. The rear of the car had been hit and was pushed in below the deck lid. Likewise, the front had been slightly hit, enough to push the bumper brackets up into the grille and crack it. The interior was a mess, and the window regulators were bound up. The car had most recently been owned by a Sheriff's Deputy, so when Alan cleaned out the trunk he found several .357 magnum rounds.

Aside from this, the car did start up and run, and was cheap to buy. Alan got it operating well enough to use for a work car for awhile, and in 1997 finished the bodywork and had it painted. Upgrades installed include '74 doors, disc brakes, truck seats with integrated seat belts, and 15" rally wheels.



**Living on the beach**



**Nasty engine bay**

This year it's getting a long-needed engine rebuild, and Edelbrock multi-point fuel injection. This car is sometimes called "The Golden Rule" since it is painted Tijuana Tan Metallic, and used to have a license plate frame that said "The Golden Rule - It's All You Need".

Alan lives in Sparks and has been in the area for 47 years.



**Getting better**

After working for IBM for over 25 years, he's looking forward to semi-retirement in 2013. He keeps trying to get his two grown children involved in the hobby, but so far they claim they are just too busy with life!

## AMC Fun:

How many of you remember seeing a '66 Classic in "I Spy", or a '64 American in "The Tommyknockers"? What about the '61 Ambassador in "Hearts in Atlantis", or the '73 Gremlin in "7 Things to do Before I'm 30"? I'll bet you recall the '72 Matador police cruisers in "Adam-12", and the flying '74 Matador Coupe in "The Man With the Golden Gun". Were any of you present at Shea Stadium in 1965 when the Beatles left the scene in a '65 Classic wagon? Check out these cars and many more at <http://www.imcdb.org>

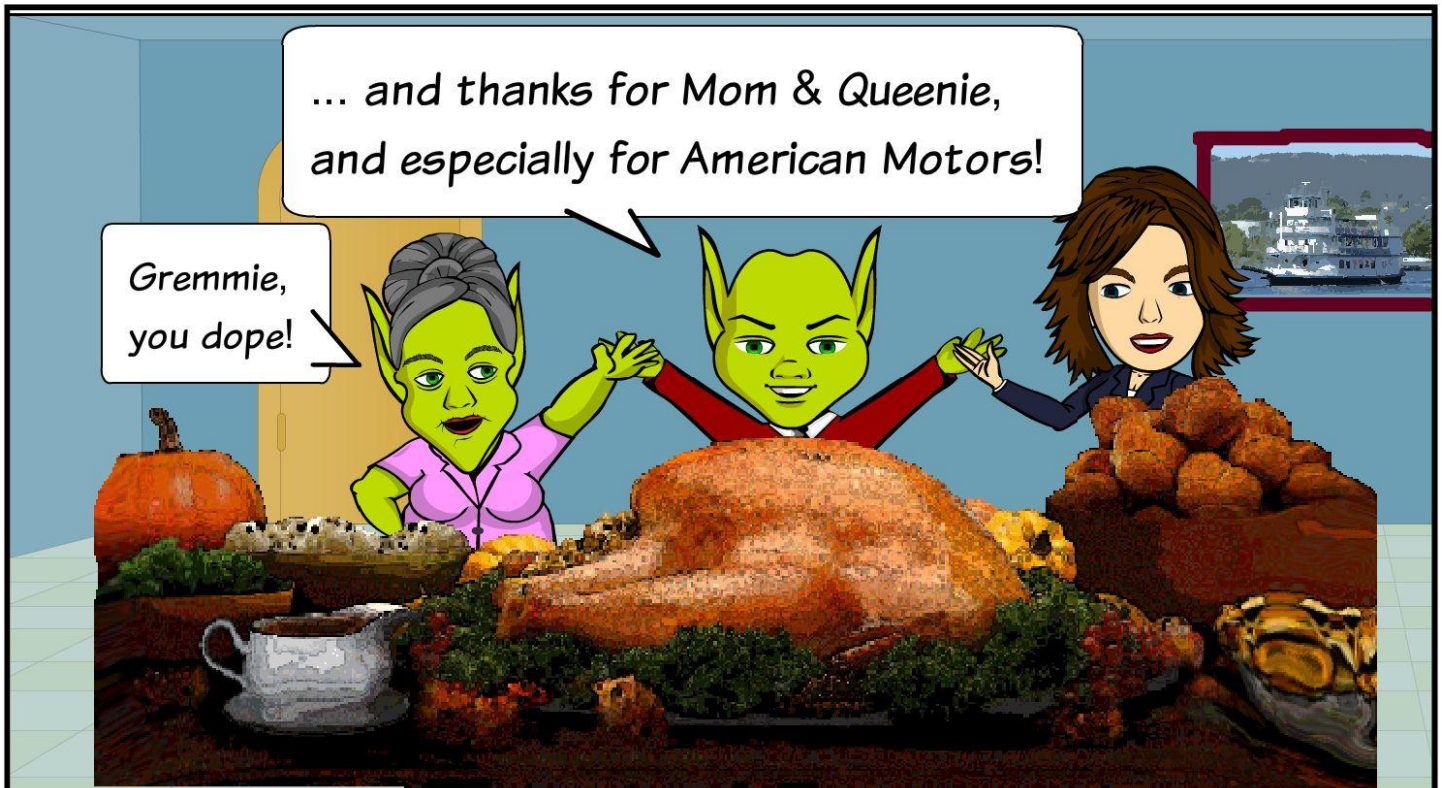
Take a fun quiz about AMC at <http://www.funtrivia.com/en/subtopics/AMC--the-forgotten-ones-99851.html>  
See if you can find the error in one of the questions!

## Local AMCRC stars:

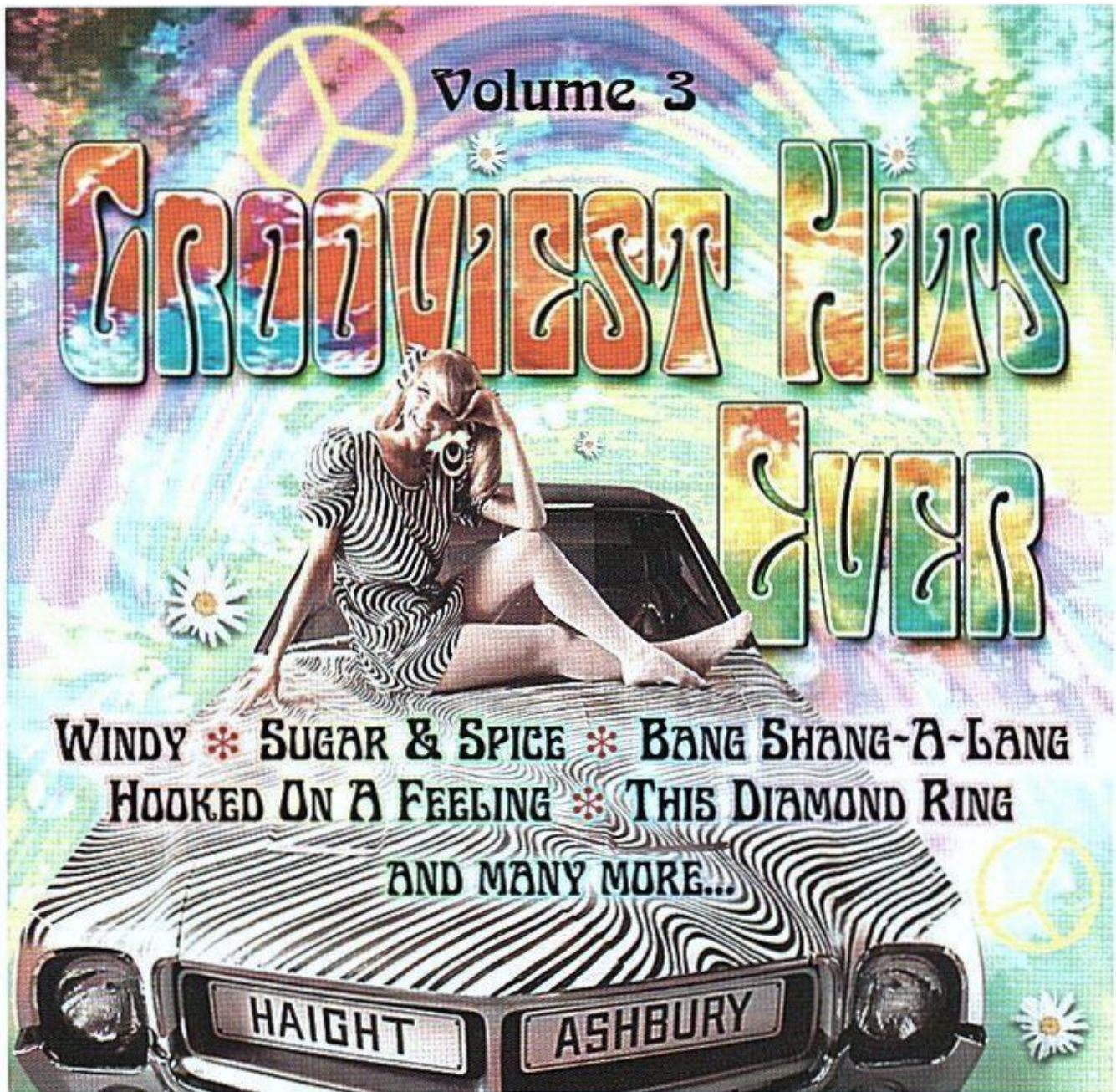
For those who haven't seen the latest Rambler Reader yet, kudos go to the following club members who got their names and/or cars shown in the national magazine! Bob & Sylvia Mooney, Lee Bourne, Mike Lovell, Lynn & Joyce Weeks, Steve Costa, Jim & Carrie Stappart, Jim Leathers, Mike & Mary Lakin, Mike & Mara Sherman, Ken & Suzanne Crawford, Alan Golbov, Bill Fogel.

## GREMMIE - BY COSMOJAV

WWW.TOONDOO.COM







Groovy cover from a 3-CD set of oldies. Sadly, they aren't by the original artists we grew up with. Still makes a good prop inside the ol' Javelin for shows, though!

While starting his engine rebuild project this summer, Alan decided it would make sense to remove the transmission at the same time to clean it and fix some leaks. Following is his account of the process.

## 1970 Javelin Auto Transmission Oct/Nov 2012

The transmission behind this 360, 2V engine is supposed to be a Borg-Warner M-11B, as documented in many AMC and other publications. However, it proved to be the B-W M-12 instead, as evidenced by the “12-1” cast into the top of the housing, and the fact that the front servo has two mounting bolts instead of one. This combination is rare, but not unheard of, and could have been done for a number of reasons: trans had been replaced with a different one (not likely), AMC had run out of M-11B's but had plenty of M-12's, or car was ordered with a towing package (not likely on a Javelin). The M-12 is a stronger transmission, and was used behind the 390 engine in 1970 and the 401 in 1971. This trans, as was the M-11 series, has a cast iron gear case, but uses a cast aluminum bell housing and extension housing.

The transmission was extremely dirty on the outside after 42 years, and took a lot of effort to clean it up. The identification tag was completely oxidized and unreadable, and it chipped off with some of the grime as if it were made of plastic. The bell housing bolts were actually a little loose, and the trans mount was broken, evidently for a long time. There is a notch worn into the structural web along the bottom of the extension casting where the broken mount had been contacting it. This probably accounts for the faint knocking sound I sometimes hear while driving the car.

The inside areas of the trans were very clean and new-looking. Since this trans had been working well, I didn't want to disturb anything I didn't have to, since parts and expertise on this model are hard to come by. I just wanted to do the minimum to get another 42 years out of it.

Besides cleaning and painting it, I replaced the shift shaft seal, the rear output shaft seal, and the front torque converter/pump seal, as well as the vacuum modulator, and of course, the mount. The modulator was working fine, but after 42 years, and for \$15, why not replace it? I knew I'd need to readjust the old one to work with my new camshaft, so that process might have made the modulator fail anyway. I used new, slightly longer bolts from the main housing to the bell housing, with thread locker and flat washers instead of the original star washers, which had gotten rusty and loose.

I was concerned about the small vent on the passenger side exterior of the gear housing. This vent spews a couple of tablespoons of transmission fluid every time I start the car after it's been sitting overnight. I wondered if the vent had a problem, but longtime AMC mechanic Rich Alonzo assured me that the cap is indeed supposed to be loose and floppy like mine is. There are some articles in great detail as to proper fluid level in these transmissions, and there's more to it than the Owner's Manual would indicate, so I probably have just had it too full all these years. Better that way than low and burning clutch bands!

While the pan was off, I saw that there was a 1.5" tear in the brass screen on the filter. I took this to the workbench and soldered the tear back together, cleaned it and reinstalled. The debris magnet, which is supposed to live in the small sump embossed into the pan, was actually stuck up to some bolts near the valve body. It must have taken a heck of a bump to dislodge it and get it up there. It had a mass of greasy particles stuck to it, but no chunks of anything. The servo/valve area was very clean overall.

I adjusted the front and rear bands per the factory service manual. The front one was difficult since you need a torque wrench that can go down to 10 inch/pounds in the ccw direction (left hand thread). This is much lower than either of the typical inch/pound torque wrenches I had would adjust to, but I finally found a small IBM wrench I had that would reliably give me that reading.

Some of the seals were difficult to identify and obtain. I was using a very detailed and informative article in the AMC Forum by John Donato to source the part numbers. Thanks John! His part numbers worked, except for the extension seal for the rear output shaft. Most articles I read stated that the M-12 has very coarse splines on the output shaft. Mine does not – there are 28 splines (peaks) around the shaft. This fact, along with the fact that the seal recommended in more than one source wasn't the same as the old one, makes me think that again I had a trans unit that differed from the “normal” one used in this application. It turns out that the seal needed was the one recommended for the M-11 trans. This would mean that my M-12 has the output shaft and extension housing for an M-11. From what I've read, this should work fine, but just isn't standard. The seal and the fine splines support this conclusion, but I'm glad I didn't have to pay a transmission shop to research and figure this out!

The parts I used, with additional cross-references, are listed here:



**Front transmission shaft/pump/torque converter seal-**

National 6988H (same as Federal Mogul)

Timken 6988H (TMK-6988H at Summit)

**Rear output shaft seal-** (careful, may not be as recommended by documentation – suggest you measure)

SKF 15620

CR 15620

Timken 8160S

**Shifter (or manual shift ) shaft seal-**

SKF 7413

CR 7413

National 7929S

Timken 240816 (TMK-249816 at Summit)

**Pan gasket-**

Fel-Pro TOS18106 (FEL-TOS18106 at Summit)

**Vacuum governor/modulator-**

Standard Motor Products TM16

ATP RX20



Before



After



The old Crescent Garage in Yerington, NV

**Chicago Auto Show Special** Air Conditioned 1969 Rambler 2-Door Sedan  
**\$2248\***  
Delivered Price

A black and white photograph of a 1969 Rambler 2-Door Sedan.

Cost of a bumper these days?



# 3<sup>rd</sup> Annual I.O. the Kids Fallon Toy Run

Presented by



You are Invited

## IRON ORDER MC

### Saturday, December 1, 2012

Co-sponsored by The American Legion

*The Holiday season is upon us and it is time to share the joy and help others in our community*

**Time:** Registration Starts at 10:00  
Run/Cruise Starts at 10:30

**Start:** Tu Brothers Motor Sports  
2040 Reno Highway  
Fallon, Nevada

**Finish:** American Legion Hall  
90 N. Ada  
Fallon, Nevada

**Cost of entry is one NEW unwrapped toy per Bike/Vehicle.**

**Toy Donations will be presented to The Marine Corps League High Desert Detachment for Toys for Tots and cash donations to the Fallon Youth Club.**

For further information, please contact:

Todd "Greek" McKinzie  
775-217-8819

IOMC\_Greek@rocketmail.com



Friend us on Facebook: Fallon Toy Run to get the latest event updates and program information

All donations stay in the Community!

