

AM Spirit

The Newsletter of the Northern Ramblers Car Club
Canada's National AMC Enthusiast Group Since 1979
In Our Forty-First Year



September / October 2020

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Our Club exchanges newsletters and/or information with the following:

AMC Rambler Club of Australia
www.australian.amcrc.com/

American Motors Club of Alberta
www.amcalberta.ca

AMC Rambler Club
Amcrc.com

Manitoba AMC Club
www.amcman.com

AMC RELATED WEB SITES

Javelin Home Page
www.javelinamx.com

AMO National
www.amonational.com

The Coupe Coop
www.matadorcoupe.com

AMC RELATED CHAT ROOM

www.amcforum.com

<https://www.facebook.com/groups/CanadianAMC/>

Northern Ramblers Club Web Site

www.northernramblersclub.com

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9- Quebec 1- Saskatchewan 2- Nova Scotia 1- Manitoba 1- USA

The President's Letter



From the Editor's Desk

Gary Brewster ad page 23

Robert Glen article/picture page 30

Linwood Barclay, Pacer article, comtemp of

ALFRED AND NOTED AUTHOR

ChadQuella

Seann 1969 AMERICAN

Kevin Waugh



Looking Back at the Pacer Wagon

Linwood Barclay

Back around 1967, glued to the TV as I often was at the age of 12, I saw an ad for a new, sporty car from the American Motors Corp.: The Javelin. It was being driven by a boring, middle-aged guy (the actor Herb Edelman, I think) who turns down challenges from a motorcyclist and other sports car owners to race. He demurs, explaining, "I have a bowl of goldfish on the front seat.

My dad and I loved that ad. (You can see it here: <https://www.youtube.com/watch?v=FB3FCInATuU>)

My father, who worked in advertising as a commercial illustrator, had always been into cars. He drew them for ads you might have seen in Life, Saturday Evening Post, or Look. I embraced his love of cars. My parents used to show me off when I was two years old, and could name every car as if passed by our house. I was never wrong.

That Javelin ad sparked an interest in AMC cars. Vehicles that were a little bit quirky. Like the Gremlin, (especially the Levis edition) with its ass end cut off, or that sleek Matador with its continent-sized hood. And the AMX, that shortened Javelin without a backseat and those two stripes running up the hood, over the roof, and down the trunk. How I longed for an AMX. (Even today.)

And then along came one of the most oddball cars in automotive history, the Pacer.

Not long after the Pacer was released, my father died, at the age of 59, a few months after I turned 16. (At my request, he had started on a drawing of the Javelin for me, but did not finish it before cancer claimed him.)

My mother and I were running the family business, a cottage resort and trailer park south of Bobcaygeon, Ontario, on the shores of Pigeon Lake. It was called, and I am not making this up, Green Acres. The park's origins dated back decades before the corny TV show. My parents had bought the business after illustration in advertising pretty much died, having been replaced by photography. My dad had become a kind of modern day blacksmith, highly skilled at something no one wanted.

When it came time to get a new vehicle for camp business, and we decided the Pacer, the wagon version with its cavernous interior and adequate pullin-plenty of chances to check it out during dealership showroom visits to drool over the Javelin-AMX and g towing power, would do the job admirably. I'd had other AMC cars, like The Rebel Machine, which one

of our camp guests owned, and which I thought was flat out awesome.

When the Pacer first came out, I liked its looks and style, but later, when the wagon model was released, I thought it looked even better. The original Pacer's back end dropped away too precipitously, but the wagon made the car look less like, well, a bowl for goldfish. And the early Pacer wagons shared with the regular model that nice, sloping, Porsche-like hood. (There, I said it: Porsche-like.) Later Pacers, where the hood was bumped out to accommodate a large engine, never looked right to me.

We bought a 1976 model, orange with peel-and-stick woodgrain below the midline. (The same car John Denver chauffeurs George Burns around in, in the comedy Oh, God!) Being behind the wheel was like sitting in a concert hall. Tons of space between you and the windshield, and while there were just two cushy seats up front, it felt wide enough for a couch from The Brick.

I don't recall our having a lot of problems with it. Sure, it was cheap, plastic everywhere, had a sound system that was primarily squeaks and rattles, and that passenger-side door, about six inches longer to allow easier entry into the backseat, was wider than the gate to a Bridle Path driveway.

It served Green Acres well up to the time I left the camp to get married and get my first job in journalism, a reporting gig at the Peterborough Examiner. I had bought myself a Volare (a Road Runner edition, if you can believe it) and the Pacer stayed with the camp, but for reasons I can't recall, I had the Pacer one week while working for the Examiner when the biggest snowstorm in fifty years swept up Lake Ontario. I got into the Pacer and off I went. I traveled a stretch of the 401 that looked like a scene from a post-apocalyptic movie, dozens of cars left abandoned at the side of the road, nearly buried in snow. I actually got out of the car to inspect drifts to see if I thought the Pacer could blast through them. It did. Every last one. I don't even recall whether it had snows.

It was a strange car, and a classic in its own way. I loved it. If I could get a restored one, today, would I want it? No. But the AMX? That's another story.

“Big Blue”

Sean Burgess



“Big Blue”, a 1968 Rambler American, was AMC’s development prototype specially built at the factory in Brampton, Ontario for the 1968 Shell 4000 Rally, and later raced in Canada in the early 1970s. Three works rally cars were based on this car to compete in the Calgary to Halifax rally under the factory banner, finishing in 2nd, 3rd, and 5th place. This car was heavily upgraded during assembly and left the factory with special competition equipment and custom features like an upgraded AMX 390 intake, special crank, 16:1 steering box, 4 piston calipers, bigger rear brakes, and Twin Grip rear end.

I have fully restored the car with an emphasis on originality, and comes with an extensive documentation file including internal factory documents, race result sheets, FIA approval and period black and white photos. The original drivetrain was completely rebuilt, balanced, and blueprinted, and the car has been driven around 5000 miles since restoration. It sounds great, drives great, handles great and is a turn-key, ready for vintage rallying.

The three works cars were white with black hoods, and this car was originally painted Blazer Metallic Blue in which it was faithfully repainted during restoration. Dubbed “Old Blue”, it left the factory with several unique touches including tachometer, fire bottle, 4 point shoulder type safety belts (sourced from England) & map pockets in both doors. The Shell 4000 team manager was Ernie Regehr, who was the Quality Control Manager at the factory. Now in his 80s, Ernie was very helpful in person and over the phone tracing the history of the car.

First purchase in 2001, a year was dedicated to gathering historical documentation and talking with AMC factory reps and race team members. Once the history of the car once thoroughly researched, I began a comprehensive restoration in which every usable original piece was restored. It is now fully sorted and was restored to look like a cared-for and drivable

survivor rather than an overly-done concours-ready museum piece. Check out the gallery for all the cool Shell 4000 details throughout the car.

The car was extensively tested in 1968 and later served as a chase/support vehicle for the three official works-entered cars. Later sold to a local enthusiast, the car raced in Canada in the early 1970s, including in the Bulova Championship Series (see glove-box sticker below) and the Knox Mountain Hill-climb shown above. Parked sometime in the mid ’70s, it remained parked until discovered by me and restored.

The interior has been restored to its original appearance, and aside from the original glove box door which was retained for its period decals, almost everything has been replaced. Later in 1969 or so, a four-point roll bar was installed for regional racing at Mosport and Harewood Acres.

Power comes from the original, rebuilt 290 c.i. V8 engine, and the car is full of interesting factory-installed, non-standard upgrades like an 390 intake, special crank shaft, Carter AFB carburetor, four piston front calipers, upsized rear drums, limited slip, rear end, custom front and rear springs, staggered rear shock mounts and more.

Engine rebuild work included boring the block as well as full blueprinting and balancing of all internal rotating assemblies. Pistons, cam, lifters, valves and valve guides are all new, and Hooker headers, mid system balance pipe and Thrush mufflers are all original factory equipment that were tested by the factory in 1968 to determine suitability for the race cars.

The car is ready to drive and would be a standout at any vintage rally.

50TH ANNIVERSARY REUNION 1968 SHELL 4000 RAMBLER AMERICAN

Seann Burgess



On the front cover of the Jan/Feb 2010 AM Spirit newsletter you will find a black and white photo of two remarkable men standing beside one of the three Rambler American rally cars that were factory entered in the 1968 Shell 4000 Rally. The photo was taken in the showroom at the Brampton AMC plant where 4 very special cars were built to take on all comers in a special world class event. The caption pointing to the photo reads “A legendary AMC Rally Car” comes back to life – see Page 5. This marked my introduction to doing something regarding car restoration that did not involve getting my hands dirty...writing about it. Please read the 3 part article that continued with Mar/Apr 2010 “The Story of Old Blue”, and May/June 2010 Part 3 of the restoration of “Old Blue”, an AMC rally car legend. The 3 part story was thankfully given the club award for story of the year, for which I converted the monetary value into a 3 colour jacket to hang from the coat hook in the car.

Now, ten years (and a bit) have passed and during that time we reached the 50th anniversary of that final Canadian rally in which this team shone. It was coming up to this occasion (2018) that I decided to try and do something special to celebrate the event, that would not only bring as many original team members together, but also “bookend” my caretaker experience as far as “Old Blue” was concerned. Through my racing connections I arranged two weekends, the first being the VARAC Festival and the second being the BARC (British Automobile Racing Club) race in the summer of 2018, both held at Mosport (for us old guys), and CTMP (Canadian Tire Motorsport Park) for the new crowd. Between Ernie and I, we got 4 of the original team members together at VARAC.: Ernie Regehr of course (team boss), Hunter Floyd (driver), Walt Mackay (test/chase driver) and Don Colling (mechanic).



Carole and I provided the hospitality area for the boys to meet and share their stories about this special time in their lives that seems to revolve more around this blue car than any of the others. All the guys got to boot around a bit in the infield and relive the old days. They were all smiling pretty big driving that car that meant so much to them 50 years ago! The whole weekend was a big success. We all had fun pouring over some of the documentation that Ernie has entrusted me with (hand written build sheets showing every modification done to each of the 4 cars)! And all this done right on the factory floor by enthusiastic workers who thought the project was totally cool! Times have changed.



Walt & Hunter



Dave

Whatever hobby you are in, you will find it is a pretty small world, but not as small as the racing world. We had a fellow come down to our site at VARAC and ask "is this Dave Mackenzie's car"? It turns out this kid (back in the late 60's/early 70's lived in Toronto and the tall skinny guy with the cool blue rally Rambler lived across the street from him. He recognized the car immediately. We had previously tracked Dave down and got him to come up to our place to be reunited with the restored car, then he came to Mosport on the Saturday as well. It was at Dave's family farm near Petrolia where the car was found left for dead in a field.

Dave and his partner Syd Crump were the only two owners of the car "post rally" according to records. Syd bought it from Ernie, then Dave bought it from Syd, who passed away several years ago. Syd was a BARC member (as I was), so when I asked that we do something special for the 50th, the folks at BARC were more than helpful giving us the red-carpet treatment as honorary pace car for the weekend. this unique one of a kind factory built rally car. So, on goes the light bar, a couple of guest pace car drivers,



fan and corner worker laps at lunch break, and let me tell you...this is how to celebrate Canadian motorsport history! As I am closing out my caretaker duties with this special car I have placed a "For Sale" ad with the Club. I hope that there is an AMC enthusiast that will "pick up the torch" and share and preserve the history of this one of a kind factory built rally car.

I asked Ernie to summarize the reunion weekend, here's what he had to say: *Until the early 60's, AMC cars were seen as the economy cars, family cars,*

was the Grannie car . Then, it was decided that the market demanded something more, and a move to power & pizzazz began with the introduction of the AMX'S, the Javelin, etc. Also an interest in competition, beyond the economy runs, which had been the only participation before.

One result was the sort of half -hearted entry in The Shell 4000 rally, in 1967. It was useful in showing that AMC might have potential in the sport. Otherwise, it did not go well . After a review of what it would take to make a respectable appearance, it was decided to enter a 3 car team again in 1968. A program was approved with budget which allowed for the development of the car and the best qualified drivers & navigators.

The first step was to establish the specifications for the cars and build a "mule", test car, to develop the specs for the actual competing cars. The test car was painted blue and it promptly became known, with affection, and sometimes with awe, as " Old Blue".It was responsible for finding some minor shortcomings and improving handling & power, within the limits of Appendix "J ", of the FIA. However, it soon became the favourite of the drivers, who did some of the test work, borrowed it for excursions that, in their free wheeling ways, skirted the edges of disaster and the ire of the law. It also carried Walt & Donny as they accompanied the rally to take care of problems that might come up along the way; again " within the rules of the event."

Old Blue became the beloved "mascot", the symbol of the "devil may care" attitude of the team. It seemed to be a beacon, leading the team in a "let'er rip" attitude, in what ever it took to get the job done. That attitude, plus the talent, experience and dedication, of course, resulted in winning the desired Manufacturers' Team Award, with the lowest penalty score in the history of the event."Grannie" car indeed!!

Continued 14

Test your AMC / Rambler Knowledge

- 1) ***In what year did AMC introduce the new anti-theft ignition system?*** 1965, 1969, 1970, 1975
- 2) ***The Rambler Classic was superseded by what model?*** Matador, Marlin, Rebel, Ambassador
- 3) ***You could order your 1970 Gremlin choosing from a palette of how many colours?*** 8, 6, 13, 15
- 4) ***If you ordered a 1971-1974 Javelin with option code 442 RPI what did you get?*** Power brakes, Automatic transmission, Rally Pac Instruments, Leather seat covers
- 5) ***AMC held an interest in Holmes Foundry in Sarnia, Ontario. What did they source?*** Front-end components, engine blocks, rocker arms, exterior/inside door handles
- 6) ***What did Redesco supply?*** Vinyl interior trim, stainless steel trim, sales finance, upholstery
- 7) ***Who is Victoria Vetri?*** V.P of Marketing, Quality Control Manager Kenosha Engine Plant, Playmate, Head of the Small Car Design Studio
- 8) ***A 1978 Concord or Gremlin could be ordered with a Levi's interior in how many colours?*** 1, 4, 2, 6
- 9) ***What opened in Stratford, Ontario in 1971?*** The Shakespearean Festival, two new Dealerships, a new soft rim plant.
- 10) ***The 1967 Marlin was based on what body?*** Rebel, Javelin, Ambassador, American
- 11) ***In 1967, how many models of the American could be ordered?*** 4, 6, 9
- 12) ***Which AMC executive reportedly stated that "the only race American Motors is interested in is the human race"?*** Dick Teague, George Romney, Roy Abernathy, Roy Chapin
- 13) ***What was the last rear wheel drive AMC convertible?*** 1967 Ambassador, 1987 Alliance, 1966 Classic, 1968 Rebel
- 14) ***The SC/Rambler was created in cooperation with whom?*** Shelby, Yenko, Hurst, Mr. Norm, "in-house"
- 15) ***The last Ambassador was made in what year?*** 1968, 1975, 1978, 1974
- 16) ***The Pacer was engineered with what type of engine in mind?*** 4 cylinder, V-6, Wankel, electric
- 17) ***The 1958 Rambler American was based on what body?*** 1957 Nash Ambassador, 1952 Metropolitan, 1955 Rambler
- 18) ***AMC collaborated with what design house in creating the Nash bathtub cars?*** Fisher Body, Pinafara, Hurst
- 19) ***A V-8 engine was available in the Pacer in what model years?*** 78/79, 77/78, 79/80, Never was available
- 20) ***The Hornet SC/360 was designed in collaboration with?*** Shelby, Yenko, Hurst, Mr. Norm, "in-house"
- 21) ***The AMC GEN1 V-8 was available over time in how many CID variations?*** 1, 4, 3, 2
- 22) ***When ordering the 1969 Javelin MOD package, what components could be deleted?*** Roof spoiler, Reverse C-stripe, Simulated side exhaust, Twin hood scoops, Any of the above.
- 23) ***The last Hudson and the last Nash were produced in what model year?*** 1953, 1957, 1962, 1959
- 24) ***What was the last AMC car manufactured?*** 1987 Eagle, 1982 Concord, 1973 Ambassador

Good luck! The answers are on page

Hudson Facts

By: Phillip Sims

Part Four (Last) of a Multipart Article



November 1947 - Hudson unveiled its all-new post-war car, the Commander Eight Sedan. It was developed at a cost of \$16,000,000. (Source: Conde, John A., [The Cars That Hudson Built](#), Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1947 – Hudson produced 95,000 cars (77,31 with six-cylinder engines and 17,669 with eight-cylinder engines). The company reported net sales of \$159,514,330 and earnings of \$5,763,352. It was its best year since 1929. (Source: Conde, John A., [The Cars That Hudson Built](#), Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1948 – Hudson launched its “step down” bodies. The term step-down referred to the placement of the passenger compartment down inside the perimeter of the frame. Riders stepped down into a floor that was surrounded by the perimeter of the car's frame. The result was a safer car with greater passenger comfort and a lower center of gravity. (Source: Hudson Motor Car Company, Wikipedia.) The car was only five feet high. It had the lowest center of gravity of any American built car. (Source: Conde, John A., [The Cars That Hudson Built](#), Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1948 – Hudson produced 117,200 cars. Net sales were \$274,728,638 with earnings reported at \$13,225,924. It was the company's best performance since 1928. (Source: Conde, John A., [The Cars That Hudson Built](#), Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1949 - As a marketing promotion, Hudson had plastic specialists use scaled-down blueprints to develop transparent models of the Commodore Eight sedan to demonstrate and promote the design and construction of the cars. (Source: Hudson Commodore, Wikipedia.)

1949 – Derham of Rosemount, Pennsylvania produced three custom brougham limousines. Each car had a leather-covered top. It was the forerunner of the modern vinyl-roof design. (Source: Conde, John A., [The Cars That Hudson Built](#), Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1949 – T. Marion Smith, owner of a Hudson dealership at Daytona Beach, Florida, set a new Daytona Beach stock-car speed record. Driving a Commodore Eight powered by a 254 cid engine he achieved 98.63 mph. (Source: Conde, John A., [The Cars That Hudson Built](#), Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

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Michigan, 1980)

1949 - Hudson produced 144,685 cars. Net sales were \$259,597,308 with earnings reported at \$10,111,219. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1949 – Hudson celebrated its 40th anniversary with the completion of its 3,250,000th car, a convertible. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1950 – Hudson's total production dropped to 121,408. It reported net sales of 267,219,750 and a profit of \$12,002,274. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1951 – Hudson introduced a six-cylinder block with thicker walls and other improvements. Horsepower was increased by almost 18% and torque by 28.5%. Hudson was a hot performer. (Source: Hudson Motor Car Company, Wikipedia.)

1951 - Hudson Hornet was selected as the "Car of the Year" in a book profiling seventy-five years of noteworthy automobiles by automotive journalist Henry Bolles Lent. (Source: Hudson Hornet, Wikipedia.org.)

1951 – Hudson's production rose to 133,697 cars. The Super-Eight series was discontinued. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1952 – Hudson's 308 cid (5.0 L) six-cylinder engine was the "largest [displacement] six-cylinder engine in the world" at the time. With a two-barrel carburetor it produced 145 hp. When equipped with the "7-X" modifications the engine could be tuned to produce 210 hp. The modifications included a high compression cylinder head, special camshaft, and other parts designed for racing. Its remarkable torque at low RPMs and a rather flat torque curve helped the Hornet beat V-8s from other makes whose power advantage came only at much higher RPMs. (Source: Hudson Hornet, Wikipedia.org.)

1952 – an electric clock was standard equipment on the Hudson Hornet. (Source: Hudson Hornet, Wikipedia.org.)

1952 – last year for production of the Commodore line. (Source: Hudson Motor Cars, allpar.com.)

1952 – Hudson won 27 of the 34 NASCAR Grand National races. (Source: Hudson Hornet, Wikipedia.org.)

1952 – Hudson's production dropped to 70,000 cars. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1953 - Hudson offered only the Hornet, Wasp and the compact Jet car line. (Source: Hudson Commodore, Wikipedia.)

1953 – Hudson offered an eight-tube radio as a \$100 option. (Source: Hudson Hornet, Wikipedia.org.)

1953 – Hudson produced 78,183 cars. The company reported a loss of \$10,411,060 on net sales of \$192,845,084. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1954 – the final year for Hudson's "step down" body type design. (Source: Hudson Hornet, Wikipedia.org.)

1954 – Hudson's top of the line car was the Hornet Convertible Brougham. It was powered by the 308 cid engine producing 170 hp. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1954 – the last year for production of the Hudson Hornet Special. During its production run from 1951 a total of 148,792 were produced.

May 1, 1954 - Hudson became part of Nash-Kelvinator Corporation to become American Motors Corporation. (Source: Hudson Motor Car Company, Wikipedia.)

1954 – from that year until the end Hudson's were no longer built on the "Step-down" body. Instead they were based on the senior Nash models, but featured distinctive Hudson styling themes. (Source: Hudson Hornet, Wikipedia.org.)

1954 – the only difference between the Hudson Metropolitan and Nash Metropolitan was the emblem mounted in the center of the grill. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1954 – Hudson's total production was 50,660 cars. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1955 – Hudson and Nash had the widest seats in the automotive industry. (Source: Hudson Hornet, Wikipedia.org.)

1955 – Hudson offered buyers for the first time the option of air conditioning, reclining seats, twin travel beds, and other features. Hudson retained its exclusive Triple-Safe brakes and chrome-alloy engines and incorporated its "Monobilt" bracing into its new body. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

October 1954 - the last Detroit-built Hudson rolled off the assembly line. Beginning with the 1955 models production was at Kenosha, Wisconsin. From then until the end of production Hudson's were built on the Nash basic body. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1955 – Hudson offered for the first time an optional V-8 engine. It was a Packard 320 cid (5.2 L) engine rated at 208 hp. It was also available in Nash cars. All cars equipped with that engine also used Packard's Ultramatic transmission. The Nash 3-speed manual transmission was available as an option. (Source: Hudson Motor Car Company, Wikipedia.) Former NRCC member, Robert (Bob) Kew, a Hudson mechanic in the 1950s described it as a heavy engine for the power it delivered.

1956 - The Packard engine was available in Hudson's during the first half of the model year when it was replaced by AMC's new 250 cid (4.1 L) 190 hp V-8 engine. (Source: Hudson Hornet, Wikipedia.org.)

1956 - Hudson Hornet sales decreased to 8,152 units, of which 6,512 were four-door sedans and 1,640 Hollywood two-door hardtops. (Source: Hudson Hornet, Wikipedia.org.)

1956 – a Hornet Sedan was the 200,000th Hudson manufactured with unitized construction. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1957 - Hudson dropped the shorter-wheelbase Wasp line. It offered only the Hornet Hollywood and a four-door Hornet sedan. (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1957 – Hudson was available with AMC's new 327 cid (5.4 L) V-8 engine rated at 255 hp with a four-barrel carburetor and dual exhausts. (Source: Hudson Motor Car Company, Wikipedia.) and (Source: Conde, John A., The Cars That Hudson Built, Arnold-Porter Publishing Company: Keego Harbour, Michigan, 1980)

1957 - AMC issued a one-off Hudson Commodore show car that was identical to the production Hornet, but featured gold exterior trim and special upholstery. (Source: Hudson Commodore, Wikipedia.)

June 25, 1957 - A Hornet was the last Hudson to leave the Kenosha assembly line. (Source: Nash Motors, Wikipedia.) That year only 4,108 Hudson's were produced. (Source: Hudson Hornet, Wikipedia.org.)

The last Hudson dealership in the world was Miller Motors in Ypsilanti, Michigan. It is now part of the Ypsilanti Automotive Heritage Museum. (Source: Hudson Motor Car Company, Wikipedia.)

1970 - AMC resurrected the Hornet name for its new compact car that replaced the Rambler American. (Source: Hudson Hor

Little-Known Sources for New Specialized AMC Parts

By: Chad Quella

Published in the Potomac Ramblers Newsletter May/June 2020

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When restoring or maintaining an old car, there are certain companies you look to for certain parts. For example, we all know that Edelbrock makes carburetors and intake manifolds. But there are other parts that have been very difficult to find new, or even good used, especially for us Rambler people. We have our AMC-focused parts sources who do a great job for us, but here are four examples of vendors you may not have heard of, making new reproduction AMC parts that have been typically very hard to find:

Mirrors: PG Classic in Ontario started out making Mopar reproduction parts, but they have steadily increased their product line to several AMC items, most notably very nice mirrors for '64-'80 AMC models, including the remote cables, interior bezels, and related items that are not easy to find in new condition. They also have '70 Jav/AMX dash bezels, gauge rings, '68-70 taillight parts, various door sill plates, seat hinge covers, marker lights, and '70 AMX rocker mouldings.



PG Classic
6631 Bank St
Ottawa, ON K0A 2P0

888-473-5855
parts@pgclassic.com
pgclassic.com



Dash circuit boards: Premium Dash Decals, also in Ontario, is another company that started out with Mopar repro's but has a nice selection of AMC items, too. These include dash circuit boards (in all the many permutations that might exist depending on options) for Ambassador, Rebel, Matador, Javelin, AMX, Gremlin, and more.



They also have decals to lay over your gauge faces and make them look brand-new, including decals for your odometer numbers! The last item listed in their catalog is an invitation for you to request a quote on making any AMC circuit board or gauge face decal that isn't already in their selection.

Premium Dash Decals
4126 Henderson Rd.
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Rear window louvres: Many owners of '79-'83 AMX, Spirit, and Eagle SX/4 models have searched far and wide to find a set of louvres with little success. But one individual has been able to fabricate new aluminum rear window louvres and new plastic side quarter window louvres! Ronny Conklin in New York state started with some for his own cars and he isn't in the business of making parts, but as time allows he does produce some by request. He doesn't have louvres for any other models but he has done an excellent job of creating louvres for this particular body.

Ronny Conklin:
ronnyconklin88@gmail.com
[facebook.com/ronny.conklin](https://www.facebook.com/ronny.conklin)

AMC adaptations for manual trans: Ron Fawthrop in Nova Scotia is a machinist who has made parts for AMC applications for years including Z-bars, bearing retainers, and other manual transmission components for AMC cars. He actually makes some of these items for AMC vendors, who resell them. He can also reproduce your correct valve cover ID plate. Ron is an AMC person who is familiar with our applications and can make high-quality items to match

Continued 22

My Rambler/AMC History & Current Projects

Kevin Waugh



Ambassador 880

My Rambler history began when I was eight years old. My father Ralph Waugh, born and raised on Prince Edward Island, met my mother on Prince Edward Island and they started dating. My mom's parents decided to move to New York State to pursue a business opportunity. In response, Dad decided to make his way to New York State to continue their relationship. Leaving Prince Edward Island to New York was quite a journey. Dad's first job leaving PEI was working in Halifax shipyards during the war. His job was shovelling soot out of the Queen Mary smoke stacks as then the Queen Mary was used to transport Canadian troops to England during WW-2. Dad eventually made his way to Maine, down through the states, working at odd jobs and finally ending up in Gowanda, New York, about 50 miles outside of Buffalo, where he secured a job at Bethlehem Steel. He was close to Mom and he had the weekends to visit her.

The day then came that they decided to marry. They drove back to PEI in Dad's Ford and married on PEI with their families present. After the wedding they returned to Gowanda, New York to resume their careers.

My Father being a young entrepreneur continued as an independent Watkins salesman. His business eventually increased and he needed a new vehicle and purchased a Kaiser-Fraiser, I think a '56-'57. Such a nice vehicle and he was so very proud of it, shined it up every weekend. Dad's business grew and he needed a bigger vehicle to carry and deliver his Watkins products. Dad purchased a 1959 Rambler Cross-Country wagon, white with red interior. I was eight at this time and on Saturdays I was dad's co-pilot to deliver Watkins products to his customers. Such a cool car. Dad shined it up every Friday night before Saturday deliveries. I remember so clearly helping him deliver Watkins products to his customers as there were always customer discussions

Rambler wagon dad was driving. His customers loved it.

Fast forward: Dad and Mom moved back to Prince Edward Island around 1965 to raise their family back in Canada. Dad left Watkins and started up the Snap-On-Tool franchise for Prince Edward Island and needed a van. The Rambler Wagon had been sold in the States before they moved back to Prince Edward Island.

Fast Forward once again: My early experience with Rambler/AMC stayed with me always. In High-School I worked at Wrights Welding and Manufacturing, after school and Saturdays, I was a "gopher" and at seven-teen had just got my license. Enjoyed it immensely and the welders were great guys and treated me well. One Saturday, reporting to work, I was asked to go to the yard to get some 1/2 inch pipe for a project. Upon entering the scrap yard there was a 1965 Rambler American, 2-door, "three-on-the-tree". Keys were in the ignition so I climbed in. The car started up right away. Checked out the transmission, all worked, even the radio! The only thing I could see needed was repair to the top of front fenders which were rotted out.

I got the pipe needed and asked the boys about the 1965 American. The boys told me it had been purchased that week for scrap. I then went to the boss and inquired if it was for sale. The boss, one Lorne Wright (great guy) said I paid \$150 for it. If you want it's \$150. Sold. The guys in the shop helped me out and cut rust out and welded in new metal on the front fenders. What a great High School car. Loved it (wish I would have kept it).

So in High-School I met my now wife Beverley Blakeney. Beverley was accepted at the PEI School Of Nursing after graduation. On graduation her mother sold her her 1969 American, no miles, 6-cylinder automatic, 4-door car. A great vehicle. I drove it more than Bev as I picked her up every Friday afternoon to come home to Summerside for the weekend.

So during my adult years, I have owned a '65 American, drove my girlfriends '69 American as my own. I have also owned a '67 Rogue Convertible with V-8, 2 pristine Eagle Wagons, a '87 and last run '88. The Eagles were great cars. Great for PEI winter.

Continued 22

New and Renewing Members

Report By: Roman Bratasiuk

Important Reminder

Send Renewal and New Applications, and payments, ONLY to the Treasurer. Mailing to other members of the executive delays the member “set-up” and “renewal “processes”.

Roman Bratasiuk
12 Tremont Road
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qh 02

Beijing Jeep

Alfred Holden



It's hard to know where to start or end this story, because it continues to unfold.

We could begin in the present, 2020. China is the world's largest producer of automobiles, and the biggest consumer of them, notwithstanding other reasons it is in the news. Mind you, the future too makes a hip beginning. Tesla is up and running in China, with high hopes, though GM and Ford are kind of in retreat, way over there.

But if the very best way to tell a story is from the beginning, and the tale is the astonishing one of the rise auto making in China, the person to hear it from is Northern Ramblers member Ernie Regehr. Ernie is a soft-spoken, and well-spoken, former American Motors engineer and executive. He has been around — “I just turned 90” — awhile. Working for AMC back in the Sixties, Regehr, among other things, spec'd out the rally-winning Shell 4000 Rambler Americans.

The first time I met him was, I think, on June 22, 2019, at Rambler Rama. Registering for the day's proceedings, Ernie gave the club a few mementos — a model car, memorabilia, stickers. The initials “BJC” was on some lapel pins.

I made a mental note. “What does Ernie know, about Beijing Jeep?” The story of Jeeps in China seems a bit lost in today's universe of pandemics and amid international diplomacy's fall from favour. But its importance is hinted at in the 2nd paragraph above. China made trucks, even a few cars, before American Motors. But post-revolution China was a nation on two wheels, not four. The signature sound in its cities was the mass-tinkling of bicycle bells.

In the 1980s Beijing Jeep Corp. was created by AMC and the Chinese government to manufacture the new-generation Jeep Cherokees in a nation which, in its appearance, not to mention its transportation, hadn't changed much from the 19th century. As Ernie tells it, ever-struggling American Motors seemed destined, though no one knew when, saw a

to become the world's biggest market. The China of then — an empire of mountains and deserts, with a Great Wall stretching thousands of miles — was hardly a branded place, and virtually no one owned a car, but its leaders liked the rugged sound of “Jeep.”

The project was much in the news at the time, and soon chronicled in the book *Beijing Jeep* (Simon & Shuster, 1989, a good read for any Jeep fan, eye-opening for AMCs too).



I have my own minor connection to the story that leads directly to Ernie. On a pleasure trip to China in 1986 I stumbled into one of the new cars, at the Canton Import and Export Trade Fair in Guangzhou. I didn't think the sharp-looking, maroon Cherokee was made in China. Its simply did not seem possible in the backward country we were seeing. Just the same I took a photo of it, the one on the front of this edition of AM Spirit.

More lately, I emailed the picture to Ernie to jump-start both our memories. What follows are edited excerpts of my Feb. 27, 2020 telephone interview with one of the pioneers American Motors sent to China to begin building a modern auto industry which -- who knew (well American Motors had an inkling) grew into the world's largest.

ALF: When you produced those little mementos [at Rambler Rama] I thought, “What does Ernie know about Beijing Jeep?” It sounds like you know everything.

ERNIE: *What to say — I was manager for the AMC side of the joint venture, for quality control. With a good man name Chen Jon Ling, who was on the Chinese side, he was said to be my deputy, as good a man as I ever worked with, conscientious to a fault. Getting to know the people was a treat -- dealing with a different outlook on why we are here, 'why are we in this factory, what are we doing here?'*

ALF: What happened to make you be one of the people who finally went?

ERNIE: *I was a born traveller. All my life I've wanted to go places. Not everybody wants to live in other countries. Human Resources was in Detroit, and a person from that department came to the Brampton plant where I was working. Word was spread that Mr. so-and-so was here and would like to talk to anyone interested in going to China for a job.*

ALF: Did you move there with your family?

ERNIE: *With my wife, Betty. I worked there for 2 ½ years, 1985 to 1987.*

ALF: Those were early days for business in China.

ERNIE: *There was no accommodation for expats, other than the diplomatic compound, so we lived in hotels.*

ALF: What sort of plant, did you find, when you arrived?

ERNIE: *A huge complex. They were mainly making small commercial vehicles, like quarter-ton pickups. And some bigger trucks. The original factory had another name, Beijing Automotive Works — something like that — and continued in operation. The deal was that Beijing Jeep was given so many square feet out of that facility. There was lots of room, they were more easy with square feet than we would be. It wasn't a big deal to carve out some areas for an assembly line.*

ALF: How did an AMC Jeep get built, in this space?

ERNIE: *The parts came from Toledo, using a system that's pretty much used worldwide. At that time it centred in London Ont., with an outfit called Livingston Wood. They had the contract with American Motors to gather all the parts up and put them in boxes, maybe 12 foot cubes, all nailed shut in the end, with dividers to protect the fenders and so on, and unmercifully slathered with grease and stuff to keep them from rusting on the ocean.*

ALF: Would shipments include interior fittings? And seats and upholstery?

ERNIE: *Everything, yeah. We had a big paved yard with the boxes out there, and as we wanted to build, they would go and open the boxes and bring us [*

whatever number of] fenders and so on. These were not unibodies, we welded up the body on frames.

ALF: What about things like paint? Parts weren't shipped pre-painted were they?

ERNIE: *No, we got bare metal, and we had a paint system smaller than we might have had in Brampton and certainly Detroit or Cleveland, but a paint system, with a series of washers, and then bonderizing, then the phosphate coating, priming and colour paint, which was all shipped from Detroit.*

ALF: Did anything come from China?

ERNIE: *Initially, nothing. There were years back in the early 80s when the international division was the only part of the company that was making any money, and at times it made a lot of money. (But) I was involved in what we call localization. I was puzzled by the thing. I'm told we're going to build these vehicles over there, and we make good money out of it. But then (as part of the deal) we're going to localize (source the parts nearby) and every time we do that we lose money.*

I didn't understand that, and I asked Tod Claire (Vice-president of International Operations) about it before we left and he said 'oh well . . . about the time they make enough of their own parts we must have a new model a new system or something, start over again.

ALF: Could Chinese plants produce what you needed?

ERNIE: *At that time it was difficult. I toured some factories in China. There was a tire factory in Qingdao that looked pretty good, there was one making gaskets that was very conscientious, with good systems. Other than that they were just simply not ready. Now, you know what comes from China today -- they're certainly ready now.*

ALF: Back then, how did you get the local crew to understand the American Motors process, and deliver the equivalent (to a Brampton or Toledo) car?

ERNIE: *One nut and bolt at a time. I'll give you an example. They were four-doors, these Jeep Cherokees. In the process of going through hot water in the body wash system, being sprayed with it, and bouncing around on the conveyors, that door will settle. Maybe three-sixteenths, a quarter inch at most. So you install it to be adjustable, with the hinges bolted in place to offset. It takes constant coordination between the body shop and the final shop, and I had two technicians in QC, where that would be their job. But they were equals, and equals [in China in 1986] don't tell equals what to do, so it was a real job, to get that sort of thing [fix] going.*

ALF: Who were some of the other people there, building Jeeps?

ERNIE: *The young engineers and supervisors that we had, local Chinese, were selected, sort of the cream of the crop from the universities. I spent a lot of time in the shop trying to get these young Chinese lads, that we had as supervisors, to act in a good automotive way.*

It was good, but it was tough. China was tough, and frankly after the end of 2 1/2 years I was tired. But it was an experience I don't regret in the least.

ALF: Okay, what were the setbacks?

ERNIE: *They had come to some agreement in the joint venture — AMC 49 per cent, the locals 51. It was typical. The problem got to be that as soon as they turned any income from this venture, the agreement was that American Motors drew a certain amount the profit in hard currency. And (China) couldn't provide it at one time. It got interesting, to the extent that American Motors management in Detroit was saying 'hey, this isn't working, we're going to go home, pull the plug, get out of there.'*

But Don St. Pierre, the third or fourth president (of Beijing Jeep), a Canadian, was a master of his trade. Don had no fear of any man, and a quick line, and was a tactical strategic thinker. He decided that American Motors management and the Chinese government, our partner, were wrong, that the thing should not be shut down, that the future was there. Don took them both on. He flew to Detroit and spent a week advocating with everybody. Meanwhile my Chinese colleagues would pump me, 'what do you hear from Don?' 'Who'd left me to answer all the Telexes, but told me essentially nothing.

ALF: Did you have a car, when in China?

Ernie: *A Grand Wagoneer. A lot of the expats did not, like IBM and so on, they just didn't or whatever. But (my wife) Betty, she'd go all over, she'd drive down the back alleys, she loved shopping, she'd be popular because all the other wives, they'd love to go with her. She'd go all over Beijing with that thing.*

ALF: What colour was it?

ERNIE: *My favourite one was blue with wood grain siding. The Grand Wagoneer was a big luxury vehicle.*

ALF: You must have really stood out on the streets and the highways of China, in one of those.

ERNIE: *Oh yeah. At that time it was pretty unique. When we got there, any vehicle on the road was owned either by a municipality or a regional government or the army. No individual owned a vehicle. The first private ownership of a vehicle happened while we were there.*

Everybody else was on a bicycle, which made it

interesting driving around Beijing. Like Betty says, you learn how things are done. If you were driving on the main street and you wanted to turn, beside you was a flow of bicycles, about four to six wide, and you had to get through them. You would ease your way over, put your turn signal on, put the nose up into the bicycles, and gradually they would go around you, a little farther around and then eventually it would open up and you'd go through.

ALF: Could you go anywhere?

ERNIE: *No. When we arrived some of the expats who were already there arranged to take us out on a Sunday drive to the Ming Tombs, which weren't far out of Beijing. And they had to get a special letter of permission from the Chinese government to allow us to drive to these historic sites.*

That relaxed a bit at a time, while we were there, but there were areas of China where foreigners were simply told, "you can't go there." One thing we used to do, just to take a break, was drive 30, 40 miles off into the hills. There was a spot with a view into a huge valley, and we'd picnic on the edge. At that point on the highway, near where we parked, there was a sign, "no foreigners allowed beyond this point."

ALF: I haven't gotten to my question about the Jeep I saw when I was in China in April of 1986. I went to the Canton Import and Export Trade Fair, in Guangzhou. On a platform was a maroon Cherokee. There was a badge on the front with a Chinese symbol or two, and then it said Jeep in the famous Helvetica type. What was I looking at that day?

ERNIE: *That was what we built. I think it was the first time Beijing Jeep had entered a car in a show. And I'm sure I washed that car. Several were being prepared, and I went to see whether they were show-car quality. They were not. They had a film on them, they weren't really clean. So I said, "give us a pail of water and a hose."*

They seemed to grasp it that they needed to do that better, the workers and the local foreman. But then Eddie (Schultz) and I went back to the building where our offices were, and Chen Chou Lin, the vice president, and a whole bunch of the big wigs were waiting for us, apologizing profusely, shamed that we had to wash a car. We told them told them 'what the heck we do it at home, we do that every Saturday. We love to do it.'

ALF: Through all this, were you aware you were pioneering a great new auto industry?

ERNIE: *I was there, say, 2 1/2 years, from the summer of 1985 to very late 1987. And when I left (China) I remember telling everybody when I got home — I was a little premature — that in 10 years we will call them Sir. It took longer than that, but we are there now.*

50th Anniversary 8

It is often said that taking part in any intense event will create a long-lasting bond between the participants, especially when the outcome is important. This was even more so for our team, because they were all good guys, the kind you miss if you don't have contact. One just has to note that after 50 years, we were still keen to travel to get together & enjoy a great day with those "good old boys". Translation; the kind that will cheerfully take on dubious adventures, whether for any useful outcome or not, and still give it everything they can.

Thanks to these guys for helping with the celebration, and special thanks to Ernie for his continued support of this project.

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My AMC/Rambler 15

I now have in the garage a couple of projects, a '82 Spirit and a '63 Ambassador 880 4-door. I purchased the 880 out of Nova Scotia and had it and a '64 990 parts Car flat bedded to my home In December 20 /19. My Christmas present to myself.

The Ambassador 880 is in good condition, with a 327 V-8 and automatic. Not on the road yet, but working on it. The transmission from the Ambassador 990 was transplanted to the 880. I have a good solid driver's side front fender to replace that now on the car which is like Swiss cheese. The seats need re-upholstered as well, and that's pretty much it.

The other project I have on the go is putting the drive train back into my '82 Spirit. I came across the Spirit about ten miles from my home. The seller had pulled out the engine with plans to put a 350 crate-motor in

it. His plans changed so he put the Spirit up for sale as a rolling chassis along with the original engine. He had already sold the transmission, however. I eventually tracked down the original transmission as it was up for sale as it didn't fit in a '66 Rebel that the seller had a few parts

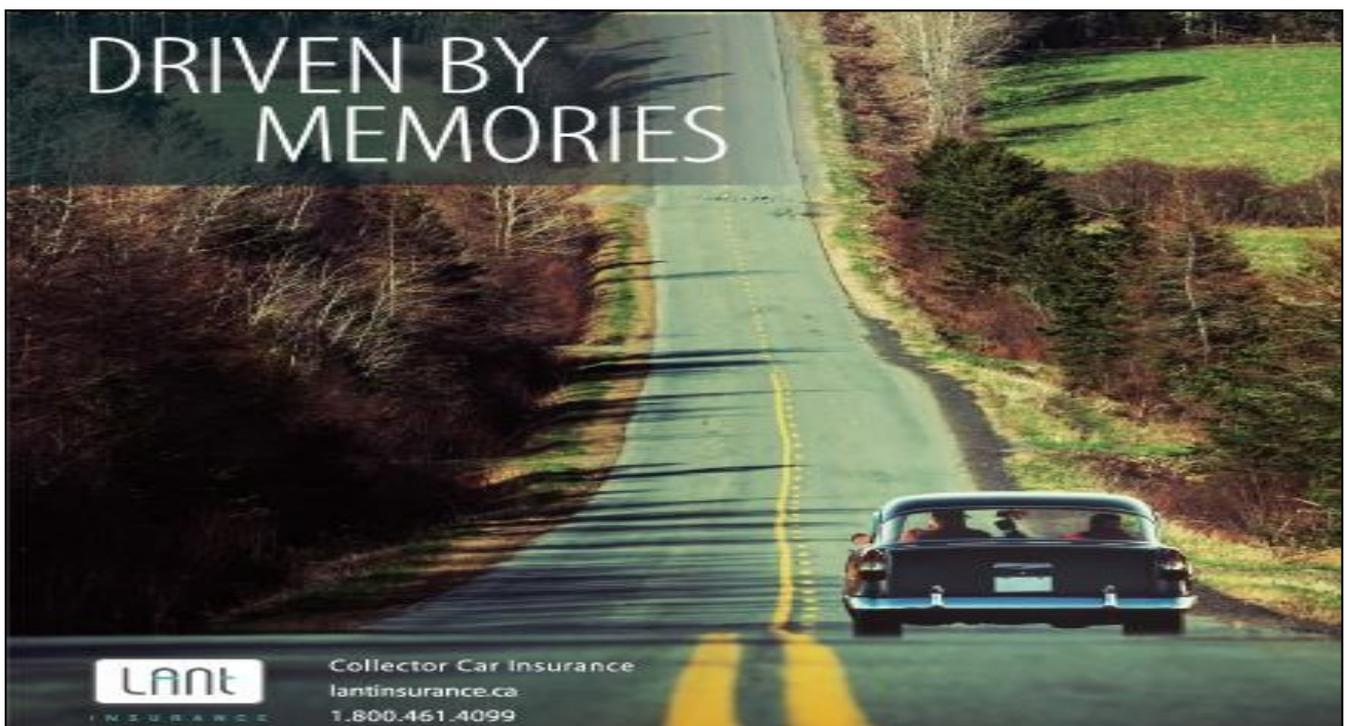
My grandson William Peters is helping me out to put all back together.



We are waiting on a few parts. The car should be on the road this Fall.

Prince Edward Island had two Rambler/AMC Dealerships in the day. Buell Motors, in Summerside, and Martins Garage in Charlottetown. The main AMC mechanic at Martins Garage was Ed Singleton and people called him "Big Eddy ". After the dealerships closed many AMC owners went to "Big Eddy" to maintain their vehicles. Fortunately for many, "Big Eddy" managed to amass many retired Ramblers and AMC's and his place eventually became known as "The Rambler Farm" where one could purchase many parts they needed. Today his son, Colin Singleton, helps many AMC guys out and supports the hobby very much.

I am pleased with the growing interest in Rambler / AMC vehicles. I have gained much knowledge and direction for parts, contacts, etc and sure do appreciate currently owning Rambler /AMC once again.



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Answers: AMC / Rambler Knowledge Quiz

- 1) The year was 1970.
- 2) The Rebel name re-appeared in 1967, replacing Classic.
- 3) All 13 colours in the AMC palette, including the Big Bad Colours.
- 4) Code # 442 was "Rally Pac Instrument Cluster for the Javelin series.
- 5) Holmes was the supplier of blocks and rocker arms to Kenosha.
- 6) Redesco was the finance arm of AMC
- 7) Victoria Vetri, latter changing her name to Angela Dorian, was chosen as the Playmate of the Year for 1967, and presented with a pink 1968 AMX
- 8) Red, tan, blue and black
- 9) AMC's new soft rim plant.
- 10) The 1967 Marlin, the last of the breed, was based on the Ambassador platform.
- 11) Nine versions: 220 2 door, 220 4 door, 220 wagon, 440 2 door, 440 4 door, 440 wagon, 440 hardtop, Rogue hardtop, Rogue convertible.
- 12) Roy Abernathy is attributed with these remarks as AMC was slow to enter the muscle car era.
- 13) The Rebel convertible was AMC's last RWD rag-top, with 1,200 delivered.
- 14) The SC/Rambler was developed in collaboration with Hurst.
- 15) The year 1974 saw the last Ambassador produced. Ambassador was one on the industries longest used monikers.
- 16) GM was to supply a rotary engine. GM abandoned the project due to reliability and fuel economy concerns.
- 17) The Rambler American was based on a reborn 1955 Rambler platform
- 18) Pinafara.
- 19) A V-8 engine was available in 1977.1978
- 20) With the SC/Rambler experience, the Hornet SC/360 was developed in-house.
- 21) 250 CI, 287 CI, & 327 CI.
- 22) Any of the components of this Package could be deleted.
- 23) Hudson and Nash were last produced in 1957.
- 24) The 1987 Eagle was the last "true" AMC.

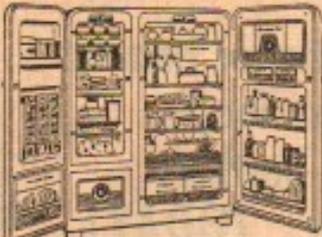
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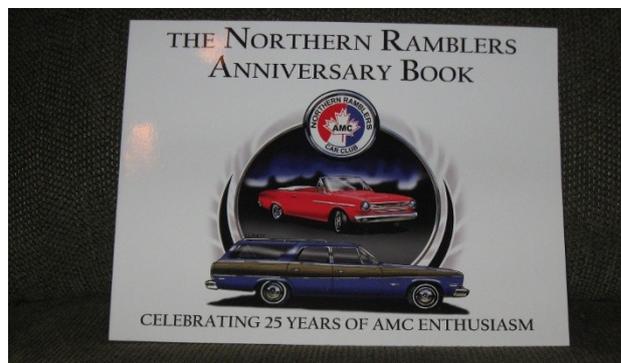
A new shipment of our popular Club Hats has arrived. They are a high quality tri-colour design (as above) available with the AMC flag logo and are available in blue, red or black body. Wear one of these with pride at your local area cruise nights, or buy as a present for a friend. Cost is only \$15 each plus \$10 S&H. You just won't find a better cap for the money.



Club or AMC patches. Why not order one of each. \$5



Club pin. Order one along with your AMC golf shirt or hat. \$5.

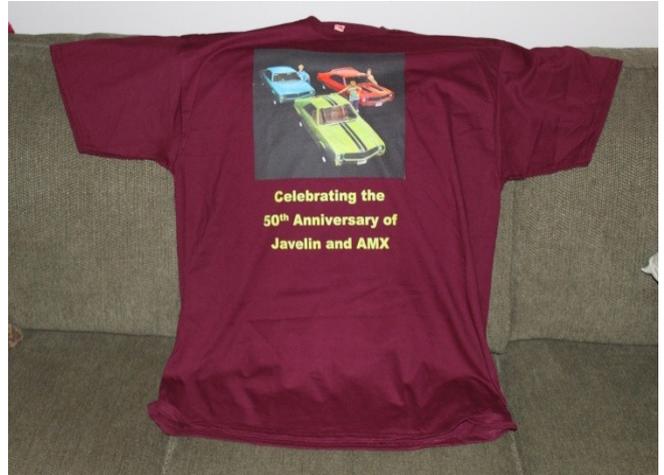


Club 25th Anniversary book. Jam packed with useful articles and tips. \$20 plus \$10 shipping. Limited quantities available.

“Clearance”



Golf shirt with the AMC “Flag” logo. High quality and popular with Club members. Limited sizes & quantities available in either gray or white cloth. Get yours while supplies last. **\$10** (was \$25) plus \$15 shipping.



Burgundy Hanes T-shirt celebrating the 50th anniversary of AMX/Javelin. Available in Large, XL and XXL.



Custom AMC licence plate frames. Get one for your AMC/Rambler. Two hole, white with American Motors proudly spelled out in black block letters, with corporate logo. **\$5 EA.** or **TWO for \$7** for the front and back plates. A great deal at this price and easy to install.



Rambler-Rama T-shirt, sizes S to L, only. Available in gray only. ON SALE for **\$10** plus \$15 shipping. Was priced at \$25. Get one before they go.



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CLUB STORE ORDER PAGE

Contact Club Store Manager Joe Galea
(jojavelin@hotmail.com or phone 416-999-1812) for details regarding availability, combined shipping costs on multiple purchases, or if you have any ideas for new Club Store items.

REMEMBER that 100% of the Proceeds From the Sales of Northern Rambler's Store Items Goes Directly to Support Your Club's Activities

Qty.	Item	Size	Cost Per	Total

Shipping	
Total Amount of Cheque or Money Order	

Detach and send off to
Northern Ramblers Mail Order Centre

Note: Please do not send cash in the mail.

Joe Galea,
18 Riverside Drive,
Lindsay, ON K9V 0H6
Your Address– Please fill in below





Membership Form



NORTHERN RAMBLERS CAR CLUB (est. 1979)

A Canadian club honouring the American Motors Corporation.
(Ownership of a vehicle not necessary.)

Northern Ramblers Car Club is dedicated to the restoration and enjoyment of all American Motors vehicles from 1902 to 1988: Rambler, Metropolitan, Ambassador, Classic, American, Marlin, Rebel, AMX, Javelin, Hornet, Gremlin, Matador, Pacer, Spirit, Concord, Eagle, AMC - Renaults, Premiere, Jeep and all predecessor companies including Nash and Hudson.

Dues: \$35 for 1 year, \$68 for 2 years
U.S. Members US\$40 per year

For Payment Options Go to: www.northernramblersclub.com

Paying by cheque/Money order, please fill in the application below and send it to:

NORTHERN RAMBLERS CAR CLUB

**Roman Bratasiuk
12 Tremont Road
Etobicoke, ON M9B 3X5
TEL.: 416 231 8362**

NAME: _____

ADDRESS: _____

CITY: _____ PROVINCE: _____ POSTAL CODE: _____

HOME PHONE: _____ BUSINESS PHONE: _____

E-MAIL ADDRESS: _____

VEHICLE YEAR / MODEL: _____ ENGINE: _____

TRANS.: _____ COLOUR: _____

OPTIONS / FEATURES: _____

* If available, send along a photo(s) of your car for our files* if more than one vehicle, please attached details.

IS THIS YOUR FIRST TIME APPLYING? YES _____ NO _____

September/October 2020



Principal pictures, from the article "Sleeping Beauty" (July/August 2020 Newsletter), of Robert Glen's 1971 Hornet SC360. See comments in "From the Editor's Desk"