



THE AUSTRALIAN



# RAMBLER REUNION

THE NEWSLETTER OF THE A.M.C. RAMBLER CLUB OF AUSTRALIA INC.

SEPTEMBER 2008

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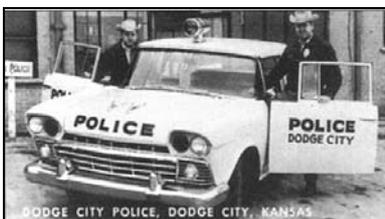


1967  
AMERICAN

GARY TIERNEY  
#397

*NEW TO ADELAIDE*

1974 HORNET  
SPORTABOUT  
MODEL '410'



DODGE CITY POLICE, DODGE CITY, KANSAS

- WINTERSUN 2008
- IS AMC STILL ALIVE ?
- NEW HORNET FOR 2010
- AMI HISTORY
- AMC EMERGENCY VEHICLES
- CHILSON'S 2008 CAR SHOW

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THE NEWSLETTER OF THE AMC RAMBLER CLUB OF AUSTRALIA INC.

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Contacting the any of the elected club officers should be made after hours as all have a day job. Don't forget time differences between states.

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

Alamo AMC, San Antonio, Texas

[www.alamoamc.org](http://www.alamoamc.org)

AMC Club of Houston [www.AMCofHouston.com](http://www.AMCofHouston.com)

AMC Marlin <http://www.marlin-car.us/>

AMC Rambler Club, North Grosvenordale,

Connecticut <http://www.AMCRC.com>

AMO <http://www.amonational.com>

AMC Hornet.com

<http://www.zitrotek.com/amchornet/>

Gremlin X Home Page

<http://www.gremlinx.com/>

### AMC RELATED WEB SITES

Javelin & AMX: [www.javelinamx.com](http://www.javelinamx.com)

AMO National: [www.amonational.com](http://www.amonational.com)

The Coupe Coop: [www.matadorcoupe.com](http://www.matadorcoupe.com)

AMC Rambler Club: [www.AMCRC.com](http://www.AMCRC.com)

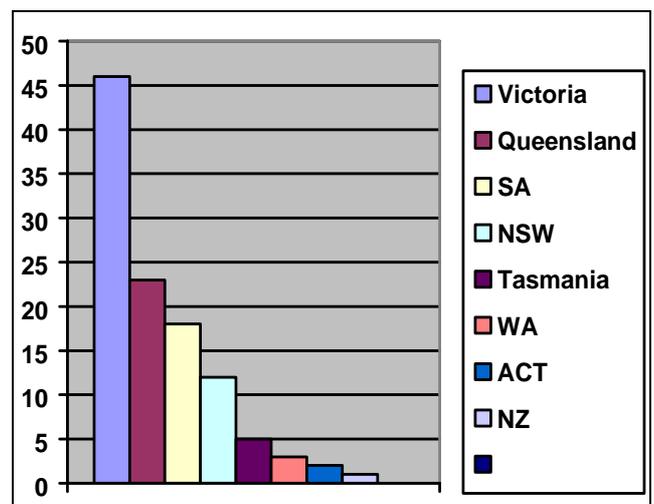
### AMC RELATED CHAT ROOMS

AMC Forum: [www.amcforum.net](http://www.amcforum.net)

AMX Files: [www.amxfiles.com](http://www.amxfiles.com)

When you are perusing these pages in Acrobat Reader, and you are 'on line' i.e. connected to the internet, your cursor will be a little hand (☞), which will 'grab' the page if you click on your mouse. You can pull the page up and down this way. When you go over a hyperlink (the text in a different colour, under lined) your hand icon will change into a hand with a pointing finger with a '+' sign on it. When this is displayed, left click on it and then select 'Open Weblink In Browser' and you will jump to that www site.

### We Have Members from:



## EDITOR'S MESSAGE

Thanks to those members who have contributed this month, including Garry Murphy (who has also had success in selling a couple of his cars, still has some bargains, see the ads) and another Gary, Gary Tierney, who went to a car show recently. Also Colin Main for a couple of articles. Thanks guys.

## TAKE CARE !!!!

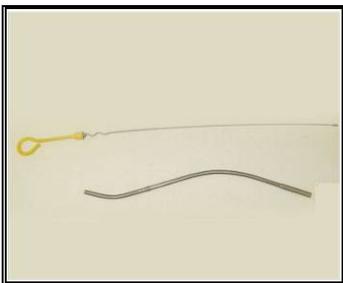
Working on your own car can be enjoyable and satisfying. Following any information, suggestions and comments made in this publication are at the readers own risk. The ability to properly perform maintenance on motor vehicles requires certain expertise, mechanical skills, tools and equipment. If you do not possess these, do not attempt to perform any maintenance.

Some changes may shorten engine life or the integrity or durability of other components. The authors makes no claim or guarantee that information contained in this article will be suitable for your situation. The author accepts no liability for any problems that you may encounter while working on your own car.

Be smart and work safely. Wear appropriate clothing & eye protection. Never, ever wear contact lenses. Don't assume that prescription glasses will provide adequate eye protection. Wear goggles, a face shield, or glasses with side shields when using grinders or any tool that throws chips or sparks. Use gloves and eye protection when handling chemicals and wear ear protection if necessary. I shouldn't have to tell anyone about jack stands. If you work under a car without them you deserve to die. Think of it as evolution in action.

Never start a project on Sunday if you need the vehicle to get to work on Monday. Always give yourself at least a full weekend in case you find that you need a special tool or part. Most accidents occur when rushing the job or working late at night to get done for tomorrow. Line up alternate transportation in advance and remember that you can't commute in a project. Finally, don't get frustrated! This is supposed to be fun! Try to work with a friend, preferably a knowledgeable friend. Listen to the radio. If you get stuck on something, STOP AND THINK! Get some coffee, talk it out with your friend, or your dog, look it up in the service manual.

## DIPSTICK PROBLEM FIX



It has been a common problem for many years with the 290, 343, 360, 390 and 401 engines that the dipstick tube breaks off level with the block. It comes up between the head and the exhaust manifold, and can easily be hit, bent, twisted and deformed if you are working in these areas. Then there is a piece left in the block that is very difficult to remove, and when you do, what do you put back in? Some people have tried a MOPAR tube, as they have one for their engines that is very close. The AMC block hole is 0.328 diameter but the MOPAR ones are 0.344, guaranteeing breakage before it is installed.

A company in the US has come up with a replacement tube and dipstick. Price? US\$36.99.

<http://www.bulltear.com>

Bulltear Industries, 30401 Neal Ave., Lindstrom MN 55045

## ASKING PRICES FOR RAMBLERS

Last issue we got up to \$50,000 for a Javelin in Australia, and \$125,000 for an AMX in America. But how's this - a one million dollar Rambler! Yes - this 1960 Rambler was on Ebay recently with a starting bid of \$1,000,000 !!



Rear located 3.6 ltr Ferrari V8  
6 speed manual gearbox  
18 x 8.5 front wheels  
20 x 10 rear wheels  
Brembo brakes

What makes this special? The seller is calling it a "Ferrambo". What the heck is a Ferrambo? This is the dreamt up concoction of Tim Divers of Divers Street Rods and Mike Wam that started a couple of years back as just a joking suggestion, and what turned into a Ridler Award Winning Street Rod that has an unimaginable amount of hours put into the final product.

The Ferrambo is marriage between a 1960 Rambler powered by Ferrari's 3.6 litre V8 engine that came out of a 2002 Ferrari 360 Modena. Every detail on this car was completely thought out, everything you see was either machined or handmade.

Ebay item 330266204045. Has to be seen to be believed!!!!

My weekend started on Friday night straight after work at 5.30 pm. Every Friday night at a take away shop called the Munch In, located at the corner of Beaudesert Rd and Elizabeth St, Acacia Ridge QLD, gathers a rather good collection of old Muscle, Classic and Hot Rods. After a couple of phone calls, we had organised a few AMC's to turn up on the night to give a couple of our southern friends (Jeff and Wayne) a bit of a show. We had a collection of 5 AMC's there on the night. There was Mick in his 1970 imported Javelin, Steve in his 1955 Hudson Hornet, Allan in his 1964 Classic Wagon, Mick in his 1970 Rebel and I turned up in my 1963 Classic.

It was a cool night but not too bad for this time of year. Numbers were down a bit from a normal Friday night, we seemed to only get about 120 cars all up. The usual average is about 200, but I have seen 300+ cars there on a night. There was a lot of swapping of stories, viewing of cars, a bit of dinner and the meeting of some new friends and catching up with old friends. What a night, I think it was about 10.30 before I left. Mick (Rebel) and I left at the same time to head home, we both live in the same direction so it was a lovely cruise with lots of people slowing down in their cars to look at us on the way home.



Up early Saturday morning to head off to do a bit of work on my 1970 Rebel. After giving the old girl a new set of brakes under the front, and changing the engine and auto oil and greasing up the front end as well, I loaded her up on to my truck for a night of fun at Willowbank drag strip for there test and tune night. This was something that I had never done before, but was looking forward to see how the old girl went.

We got to the gate at about 3.30 pm. We were only there for a short time before the gates opened then off to the pits to set up. Racing was to start at 4.30 pm so over to sign in and line up for my and the Rebel's first ever official drag race.

In the staging lanes there was a guy next to me in a 1970 Pontiac GTO, we struck up a conversation about the track and our cars etc. Jeff (in the Pontiac) asked me what sort of time I was expecting to get, I said "if I got a 17 sec, I would be very happy". Running a stock standard car with only a Edelbrock 4 barrel carburetor on top, I didn't think I would get any better.

Up to the line for the first run, I just happened to be against the Pontiac. Lined up waiting for the lights and off we went. I get to the top of the rev range and BUGGER, the points started to break down. Crossing the line still in second gear for a 18.590. Obviously I went straight back to the pits. Replaced the points (thanks Allan for the tools and points) and back in to the line up again. My turn up for the second run, this time I warmed the tyres up. First gear, second gear, third gear, WOW what a difference. To the line and off I go, rev's straight up and going well.

I crossed the line at 16.317 sec, what a difference a set of points make (thanks again Allan). I was over the moon, just got better than I expected out of the old girl on the second run. There was still lots more time left for the night so I went back to the pits for some minor tuning (Thanks Allan and Wayne for both your input this time). Back around again.

On the third run she was just singing, crossed at 16.200 sec again a improvement. I was so happy with the performance this time I went straight to the back of the line for the fourth run. Lined up, warmed up and away. Again she was singing for the entire time, crossing the line on my last run at 16.189 sec. Slow compared to lots of things I know, but faster than I thought that she would do. What a night. It was a great time had by all, thanks to all that came out to support me and enjoy the night.



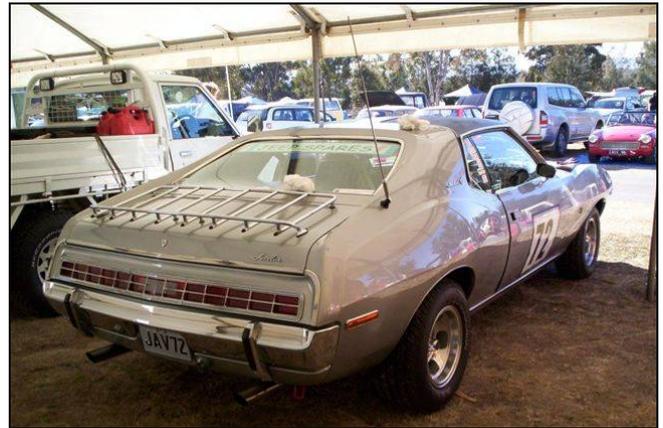
Getting home late didn't prepare me for the next day. Up at 3.20 am (got home at 11.10 pm Saturday night) to leave by 4 to head off to Morgan Park raceway at Warwick. My son James and I drove my 1963 Classic over to a mate Mick's house and jumped in to his 1970 imported Javelin for the drive out to Warwick. We got there before any racing started and all of the cars where still covered up trying to keep the frost off of them (-2°C, are we still in Queensland?).



After a walk around the pits and chatting with a few people, we met up with Barry who was racing on the day in his 1972 Javelin. What a beautifully presented car this is. We watched a few races and then it was time for Barry to come out in the Javelin.

We got a great spot on the middle of the track to watch the old Javelin race and we were not disappointed. The Javelin is the only one in the field running an auto box (727) with power steer and air. All of this aside, the old Javelin is a very competitive car.

With the days racing over, Mick, James and I all jumped in to the 70 Javelin and drove home. To finish this weekend off driving home in anything other than a AMC, would have been a low point. So in to the 63 Classic for the final drive home. Getting home just as the sun was setting was the end to a perfect AMC weekend. With very little sleep and a lot of fun had, I would do it again anytime I could.



MAILBOX



Dave,

In the last issue of Rambler Reunion you listed my location as Oxley QLD, it should be Oakey QLD. Oakey is about 30 km west of Toowoomba so anybody looking for me in Brisbane will be way off the mark. I was also thinking that for the membership list put out each year we should add email addresses, should I talk to Colin regarding this or who?

I've written something that you may like to use for the next edition. It refers to the Wintersun event on the Gold Coast. Feel free to edit and amend as required. I've also attached a couple of photos. One is of Garry Murphy's Classic at Wintersun, not a very good one I'm afraid due to the crowds. The other one is of my American, use that too if you like and I'll send you an updated one when I have it repainted. Sorry for the file size, Garry's Classic was taken with a friends professional quality camera, if you have trouble let me know and I'll send it separately.

Cheers, Gary Tierney #397

Hello again Dave

Just a bit more info please or head me in the direction that could help. My VIN plate has H29-456. But I have tried all sorts of combination from the Rambler Reunion September 2007 (had the serial number detail) I gather:-

H = Hornet, 2 = 1972, 9 = ??????, 456= sequential number

Any help would be appreciated. I spoke to Rohan Borrell but he couldn't help. He suggested I contact someone with a hornet or has had one.

Regards, Jack Evans

Hi Gary

Technically, that is not the VIN number. The real VIN number (which AMC mentions in the manuals) is a 13 digit number that was put on USA cars only. I wish they had put them on Australian cars as it would make life easier. Your number was put on by AMI in Melbourne.

The "H" may relate to Hornet, as Javelins have a "J", but I have a Matador here and that has an "S" so I don't know how that works out. This Matador is S29-140.

You may be right with the "2" being 1972 and the "9" could be the 9<sup>th</sup> month, although I've never seen a 10 or 11 or 12, but I think they still built cars in October, November and December ! The reason I don't think this is the month is my Matador, with S29, has 3-72 on the compliance plate, which to me means March 1972. Does yours have a similar stamping on the compliance plate ?

The 456 could be the sequential number, although this would have to be ALL Ramblers built as they never built just 456 Hornets in one year alone. It raises a good question. I will put something in the next newsletter and see if anyone has interpreted these letters/numbers.

Cheers, Dave.

**AMC EMERGENCY VEHICLES**

There have been several vehicles built by AMC for specific tasks, or by individual companies to certain specifications. Police cars are the most common, followed by ambulances and speciality rescue vehicles.



## AMC EMERGENCY VEHICLES



Who said Australia never had Ramblers as cop cars ?



The 1960 Rambulance

## AMC EMERGENCY VEHICLES



George Hurst had the idea of creating a vehicle that could be used to transport his Hurst Rescue Tool, nicknamed "The Jaws of Life" and other equipment to aid race car drivers in the event of a crash that caused entrapment of the driver. For this job he chose the AMC Gremlin. Stocked with fire fighting, first aid, a 1000 pound winch and even a stretcher the Gremlin was a complete rescue package. There was a feature by Patrick R Foster in the January 2007 issue of Hemmings Classic Car.

This car belongs to Murray County Rescue in Chatsworth Georgia. They are next to the Tennessee line about 40 miles from Chattanooga, Tennessee. When members of the all volunteer squad heard about the Hurst System 1, they contacted the company and a prototype was brought to be checked out. After seeing the "jaws" in action on some junk cars, the decision was made to buy the whole deal. Not being funded by any government, money had to be raised, lots of money, the cost was over \$11,000 dollars and we're talking about 1973. That's about a years pay for a squad member at that time. They held bake sales, yard sales, boot drives and took donations to come up with the money. Once delivered, they had the only rescue tool in North Georgia and went a few trips into surrounding counties to aid in some really bad accidents. The car has a 15,170 original miles on it. With it's V-8 it will still move on down the highway. We have every piece that came with the car except for the original oxygen bottle, which was swapped for a full one years ago and of course things from the first aid kit. The water tank was removed to have more space, it really wasn't needed in our rural county since a car on fire would be a total loss by the time a volunteer could get there. The county didn't have a fire dept. until 1987 and the rescue squad remains a separate agency in charge of search and any call involving rescue on land or water. The Gremlin was taken out of "first out" status in 2002 due to requirements by the State of Georgia for certified crash rescue vehicles. The little car just can't hold everything on the check list. It takes a one ton truck now to do the same job the Gremlin did for years. There's no way to know how many lives have been saved by this car being there when things were bad.

Today the car carries it's "Jaws" and two cycle motor, it's still in service as a back-up when needed, but mostly used as a parade and public relations event vehicle. It turns heads everywhere it goes with it's paint job and the fact it is a Gremlin. As far as we know it is the only one left in existence. We heard there were only about 8 ever built and they met their demise while racing to try to save another life.

Wintersun is a car and music event that is held at Coolangatta on Queensland's Gold Coast. It is a week long event that culminates over the Queens Birthday long week end. Having not been before my wife, Tracey, and I thought that it would be a good opportunity to take our American for a run. So Saturday morning we departed and had a leisurely trip from our home on the Darling Downs. We took our friend Gayle with us and planned to meet our two daughters at Coolangatta for a family weekend. Tracey and Gayle were very happy with the comfort of the American and had a great old natter on the way down.

On arrival we checked into our motel at Currumbin and when our daughters, Carla and Angela (with boyfriend Trent), arrived we all piled in and drove the final bit. The weather was great and we found ourselves in a sea of people who all had come to partake in the festival of music and cars. We had a great afternoon wandering about checking out the cars and listening to the music. With this many people around it is easy to get split up and anyway you get to see more of your preference if you do, so it seemed best to agree on a meeting location and time.

I met up with Garry Murphy who had his 1964 Rambler Classic on show and we had a bit of a chat. It was good to catch up as being new to Ramblers I was able to gain some valuable information. I had a good look over his Classic and was impressed at the job that he has done.

There were a great many car varieties, everything from '38 Fords to early '70s muscle cars and everything in between. It was interesting to see all the variety and the different aims some people have. Many cars were completely stock, many cars had been modified and there were many Hot Rods too. There were even a few that some call Rat Rods. My girls enjoyed the markets on the foreshore, you could buy everything from White Wall tyres to dance shoes.

At the end of the day we stayed to watch the organized cruise on the esplanade, it was certainly cool with the breeze coming off the ocean. We all really enjoyed the effort of many of the participants; some had got into the theme and dressed the part. Even the "Homicide" car and squad was there. So at the end of the day we found ourselves cruising around Coolangatta with the windows down and music playing having a great time.

We went back on Sunday for breakfast at the surf club and found out that we had only been looking at Zone 1 and that Zone 2/3 was a much bigger area. There was so much to see. We met up with Richard from Redcliffe who has a car identical to mine so more information was gleaned; I have an answer to his question now but don't have his contact details.

A couple of light showers on Sunday but nothing to break up the crowd and another great day. On Monday the weather turned a bit worse with a few showers and all started heading home. It was great to see all the classic cars on the highway and everybody enjoying the drive.

We had a great weekend and are already organising accommodation for next year. By then I should have my American painted so will enter the display. The more the merrier I think. All the information I gained has now started to cost me as I now have the transmission in for a rebuild and am about to strip the engine down (it uses a bit of oil) while I have the auto out. I hope to see a few more Ramblers there next year.



## IS AMC STILL GOING ?

It would appear the name "American Motors Corporation" is alive, and in fact is not owned by Chrysler at all. It was bought by a guy called Ron Simon, and re-formed in Palmdale, California in 2001. Although claiming no affiliation with any previous companies (see extract from the website below) he has used the original logo with which we are all familiar. According to sources, the trademark expired in 2005. You can go to the website at [www.e-amc.com](http://www.e-amc.com)



American Motors Corporation is *the* 21st Century American automotive company focused on leading in the new market for Hydrogen Fueled Vehicles, and on winning back the American automobile market.

### History & Heritage

American Motors Corporation is a new company. It was incorporated in 1999, at the dawning of the new Millennium, in the State of California.

We are not the first company to have the American Motors name. The first American Motors Corporation was created by the merger of Nash-Kelvinator and Hudson Motor Car Company in 1954. Known as "The last Independent", the company made some of America's most interesting and unique cars during its approximately 33 years of operation. Operations ended, and the American Motors name was abandoned shortly after the 1987 buyout of the company.

The new American Motors Corporation is not affiliated with the previous company of the same name, nor its related companies or successors. We are however, proud to take up the challenge as the "New Independent". We will strive to live up to the spirit of independence and innovation that caused American Motors' cars to be loved by so many. We intend to prove once again that:

**"The American Spirit Never Dies"**

### **American Motors Corporation Chairman issues a public plea to the Secretary of Energy and the Chairmen of GM and Ford**



**Palmdale, CA** -- Ron Simon, Chairman of the new American Motors Corporation, released a video in which he makes a public plea to Secretary of Energy Spencer Abraham, Rick Wagoner, Chairman of General Motors Corporation, and Bill Ford Jr. Chairman of Ford Motor Company. In the video he asks them to allow America's small businesses to participate in the partnerships aimed at creating the Hydrogen Economy.

These partnerships include USCAR, the FreedomCAR Partnership, and the research projects that have resulted from the President's Hydrogen Fuel Initiative.

"The Goal of achieving the Hydrogen Economy should not be put in jeopardy by denying it one of America's greatest resources, the American small business" said Simon.

The video can be viewed on the American Motors web site at [www.e-amc.com](http://www.e-amc.com)

## AUSTRALIAN MOTOR INDUSTRIES LTD. (AMI)



We've all heard of AMI, and some of us have the badge on our cars. But do you know the real history? Read on.

A company called Eclipse Motors was established in the 1920's for the purpose of imported automobile distribution. The business expanded into automobile production at its Port Melbourne, Victoria location starting in 1952 under a new name: Standard Motor Company (Aust.) Pty. Ltd.

The objective of the franchise for building cars in Australia was to avoid high import taxes, to provide local employment, and possibly establish an indigenous automobile industry.

Therefore, the Port Melbourne assembly plant became a birthplace for the Australian motor industry. The factory imported complete knock down (CKD) kits and had the capacity to assemble about 100 vehicles per day. The company was listed on the Melbourne Stock Exchange as Standard Motor Products Ltd - the majority shareholder being Standard Triumph International.

It produced British models made by the Standard Motor Company and the Triumph Motor Company (which Standard had acquired in 1946). These cars were the Vanguard, Standard 8 and 10, and Triumph. In addition, the company manufactured the Ferguson tractor (Standard held the license for the manufacture of these tractors, and they provided the 4-cylinder wet sleeve engine (ex Vanguard).

The Vanguard was Standard's mainstay in the Australian market. The automobile was conceived by Standard's Managing Director, Sir John Black, as a car for sale in overseas markets - particularly Australia. From its introduction in 1949, it was one of the few genuine competitors to the Holden during the 1950's. By 1956, the Standard Motor Company employed over 1,600 workers at its modern assembly plant in Port Melbourne and the company had an extensive dealer network all over Australia.

The company ran into financial trouble in the late 1950's and the company regrouped and in 1958 was renamed Australian Motor Industries Ltd. Besides Standard vehicles, the AMI assembly plant now assembled Mercedes-Benz cars from Germany, as well as a full range of American Motors (AMC) vehicles from the United States. Other brands of cars were also assembled at the facility. These included the Triumph 6-cylinder range: the 2000, 2.5PI, and 2500TC. In the Australian market, the local assembly of these cars gave them a distinct price advantage over their UK rival, the Rover 2000. As a result, the Triumphs considerably outsold the equivalent Rovers, and these cars continue to be seen on Australian roads.

Also, for a brief time, AMI assembled the Triumph Herald, but it was to prove unsuccessful - the car was too fragile, with a tendency for windows to pop out on rough unmade roads.

### **Operations with AMC**

AMI assembled a broad range of AMC cars, all with right-hand drive and carried the Rambler brand name. This means that Australians could purchase a Rambler Javelin, AMX, Hornet, or Matador long after the Rambler marque was dropped from use on the equivalent U.S.-made models.

Complete knock down (see explanation Page 18) kits were shipped from AMC's Kenosha, Wisconsin facility (all knock-down kits to all assembly operations were from Kenosha), but the Australian cars were assembled with a percentage of "local content" to gain tariff concessions. This was done using parts and components (such as seats, carpet, lights, and heaters) from local Australian suppliers. AMI specified what parts were not to be included in the unassembled kits sent by AMC. That's why the door tag on an AMI assembled car has no trim number -- AMC didn't know how it would be trimmed inside. That's also why color choice was limited in Australia -- the bodies were painted at the body plant just like all bodies going to Kenosha. AMI therefore had to order specific colors, and only had a limited supply of each. Instead of being fully assembled the body had the engine, trans, front suspension and rear axle installed (as well as a few other parts such as door latches), and then was pulled from the line. Other necessary parts specified by the assembler were boxed and shipped inside the car for assembly at the final destination. It is unknown exactly how many parts were included to be installed by the assembly operation, that varied with each operation.

American Motors cars were assembled in Port Melbourne by AMI up to 1978. The company retained a niche market as the sole U.S. sourced cars available in the Australian marketplace. For example, the Government of New South Wales selected the Rambler Rebel and Matador as "VIP" transport in the 1970s.

### **Toyota and buyout**

The first Toyota ever built outside Japan was assembled by AMI in April 1963: the Toyota Tiara. The AMI production of Toyotas expanded in the 1960s to also include the Crown, Corona, and Corolla assembled at AMI's Port Melbourne factory. As a fast growing company, Toyota Motor Corporation of Japan took a controlling interest in AMI in 1968, as well as a 40% share in Thiess Holdings, an importer of light commercial vehicles, which it renamed Thiess Toyota.

## AUSTRALIAN MOTOR INDUSTRIES LTD. (AMI)

Recognizing the majority owner of the company and the products that it manufactured and marketed, AMI renamed itself as AMI Toyota Ltd in 1985. The company continued to be listed on the Australian Stock Exchange with a minority Australian shareholding until 1987, when Toyota moved to acquire the shares held by the remaining shareholders.

The Japanese company then amalgamated the company with its other Australian operations in 1989 to form two arms. Toyota Motor Corporation Australia which was responsible for passenger vehicles and Toyota Motor Sales Australia which was responsible for both Toyota commercial vehicles and Hino trucks.

Toyota vehicle production was transferred from the historic Port Melbourne factory to the company's new \$420 million facility at Altona, Victoria in 1994. In an interesting turn of operations, the Australian facility now exports CKD kits to assembly plants in Thailand, Malaysia, Indonesia, Vietnam, and the Philippines.

## HORNET RE-RELEASED



A new Hornet has been released. Well, in name only, under the Dodge banner. It's a concept car designed and developed by Dodge and revealed in 2006. It is Dodge's first attempt at building a car this small, and it is expected to hit the road in 2010. Industry sources familiar with Chrysler's plans say the Hornet will be the first fruit from the co-operation between Chrysler and Nissan. It is expected to be an upscale small car designed to compete against the BMW Mini.



According to Dodge it is a rally inspired design based on the Jeep Compass platform, powered by a 1.6 L supercharged 4-cylinder **Tritec engine\*** rated at 170 hp (127 kW). This engine was manufactured in a Chrysler-BMW joint venture in Brazil.



According to observers, the Hornet has a throaty engine note, louder than Dodge's V10 Viper, and the performance of this car really is not surprising given Dodge's history of building "quick" cars with the New Charger and the Challenger soon to be arriving on UK roads. It can rapidly accelerate from 0-60 in 7.5 seconds, which is the same as the 'Checkmate Mini', and at £14,000 it is £4,000 less than the Mini. The Hornet's rear doors are rear-hinged to provide easier access to the rear seats, like that of the Mazda RX8.

- Engine - supercharged 1.6 litre 4 cylinder
- 0-60 mph - 7.5 seconds
- Top speed - 135 mph (217km/h)

(As we know, the Hornet name originates with the Hudson Hornet built by Hudson Motor Car Company, later the American Motors Corporation (AMC), from 1951 to 1957. The AMC Hornet was the second car to use the Hornet name from 1970 to 1977. AMC was acquired by Chrysler (Dodge's parent) in 1987.)

*The 1.6 litre engine (1598 cc) version has a 77 mm (3") bore with a 85.8 mm (3.37") stroke. Output is rated at 66 kW (90 hp DIN) and 140 Nm (104 ft.lbf)*

\* In 1997, Chrysler Corporation and Rover Group (then a subsidiary of BMW) formed Tritec, a joint venture to design a new small straight-4 engine for small cars. They built a factory in Curitiba, Brazil to manufacture the engine. When BMW sold Rover Group, BMW retained the stake in Tritec.

It is a modern engine with an SOHC 16-valve head, electronic throttle control, and meets Euro III emissions requirements. There are three current versions of the engine, 1.4 litre, 1.6 litre, and supercharged 1.6 litre

## EBAY

Listed as a Rambler "Ambassadeur", it's really a six cylinder Classic, but the engine is unknown by the owner and doesn't look like a Rambler six.

"1963 Rambler classic been in a shed for nearly 20 years. Pulled it out a couple of days ago. Not too much trouble to get going. Tested compressions all at 140. Transmission works fine. Brakes will need a bleed. The body is in very straight order for it's age. There is a rust area in the rear guard as per picture. A few small holes on roof and bonnet with the surface rust. No dents and no sign of accident repair. Not sure what the engine is, but some sort of 6 cyl. This car was last registered in 1988. The battery in picture does not go with the car, but will have a normal car size battery with sale. All round this car is quite straight and will tidy up nicely with a bit of effort. If you want full details call me Joe 0428962244".



Ebay item 300254673258, starting bid \$1000, no takers

Listed as a December 1974 car, it looks like a 1973 model, so may be one of the last before the bull nose style came out.

"1974 model rambler matador in great condition for age. 360 AMC engine auto trans factory 12 bolt Dana locker diff factory a/c, power steer ,power windows, adjustable steering, original paint & interior a great start for some one wanting to restore a classic rambler little rust in drivers door regrettable sale no time to do justice to this car".



Ebay item 280262650866, starting bid \$3000, no takers

This is from the US Ebay site.

63 64 65 66 67 AMC RAMBLER SEAT BELTS. EXCELLENT CONDITION. THE CHROME SHOWS VERY NICE WITH LIGHT SCRATCHES. SPRINGS ARE TIGHT & IN WORKING CONDITION. ALL PARTS MOVE FREELY & FUNCTIONAL. CAME OFF A 65 RAMBLER.

These sold for US\$167.50.



This is also from the US site. Some one bought one of these through an advert in this newsletter recently for \$1500. The one illustrated here had a buy-it-now price of US\$3,150, so the Aussie owner has got a bargain !

"Extremely rare 1970 and up cross ram. Super condition, very clean, all threads are perfect, ready to install. The 68/69's are rare and this is even rarer. Don't let this one get away. No reserve auction, bid to own."

However, no bids at the starting price of US\$2900, but likely to be put up again.



"You are bidding on an NOS, new in the original factory box, never used, AMC Rally Pack for a 1968 AMX or Javelin. This is one of the rarest options for these vehicles and was only available from the dealer. As you can see from the photos, this is AMC part number 8992318, group 15.300. Kit includes the correct gauges, black vinyl hooded center overlay, wiring harnesses, and all hardware in the original containers that have been stored in a closet since 1969. The printing on the instructions and parts list faded years ago and a legible on-line copy is included in the box."

"If you have been waiting for a perfect NOS Rally Pack for your AMX or Javelin, don't let this item go. This auction is not for the novice or bargain hunter and the price reflects the value of this one-of-a-kind and extremely rare option. If you have one of these classic automobiles, you know how rare and valuable this item is. The buyer may be assured that great care will be taken in packaging all items for secure shipping. It is suggested that the buyer purchase additional shipping insurance, as this item is irreplaceable".



13 bids, but reserve of US\$1,575.00 not yet met

Item 270271887725

## CHILSONS 2008

Chilsons (full name Chilson-Wilcox Inc.) is a car dealership in Lawrenceville, Pennsylvania which was originally an AMC dealer, but is now a five star Chrysler Dodge and Jeep dealer. It was run by Gordon Chilson ("Gordie"), who's father had owned several gas stations and decided he wanted to sell new cars. He got his chance in 1963. "My father, Lewis, was always interested in cars, mainly Fords," Gordie recalled. "He and my grandfather had both owned Ford stock cars. But when it came time to open a dealership, the only game in town still left was fledgling AMC, plus the Rambler had been Car of the Year for 1963, so that's the direction he went." Gordie's father would never abandon his racing roots, and Chilson Motors would campaign an ex-Trans-Am Javelin in regional road races well into the Seventies. Gordie transformed himself into an archivist on AMC performance and racing, and his collection includes four restored SC/Rambler and a Javelin-bodied rear-engine Funny Car. The family business is now Chilson-Wilcox Inc., a Chrysler-Dodge-Jeep dealership in nearby Painted Post, New York, run by Gordie's brother. As he puts it, "I'm retired now, and what I do now is keep myself busy with the AMC cars and the archives. That's fine by me."

Once a year they put on a car show. You just turn up and park your car. No entry fees, and they feed you too ! What a pity we can't do that here. I doubt any current Chrysler-Jeep dealers would even know the history of the cars they sell. Here's what one attendee said:

I got back from my Labour Day weekend trip last night. I've done a lot of back to back weekend AMC shows over the years but this year was my first back to back day AMC shows. I did Chilson's in PA on Saturday and the NE AMX club show in E. Bridgewater MA. on Sunday. It was a very tiring trip but I have to say it was well worth it. For those of you that missed Chilson's, all I can say is I am sorry for your loss. AMC shows just don't get much better. There's great cars (around 134 this year), great parts (15 to 20 vendors), great people and great food. How can you top that? For those of you that think that this show is to far away, I would suggest you tell that to the guys that flew in from California or Fla. or the guys that drove in (and brought their cars) from MD, Tenn. or Wisconsin. Most of these guys have been there numerous times and they keep coming back. This is the one show that I truly look forward to every year. This year was not a disappointment. Thanks to the entire Chilson clan for putting on such a great event....





## MAINTENANCE - YOUR BATTERY & CHARGING SYSTEM

*By Colin Main*

There are some easy steps that anyone can do to ensure that they get the maximum life out of a car battery. First you need to spend around \$25 on a multi-meter, which you will find is a good investment. You don't need a fancy expensive one with all the bells and whistles. Just a simple one that can show a digital display.

From the few photos you will see that we are testing the rate of charge on a 1964 Rambler Classic with 287 V8 engine. A battery in good condition should read around 12.50 volts with engine stopped. Now with engine running at around 1,500 r.p.m. the multi-meter shows a charging rate of around 14 volts. Finally with engine at normal idle speed of around 550 r.p.m. the multi-meter shows a charging rate of around 13 volts. All of these readings are satisfactory.

The above readings on the multi-meter indicate a battery and charging system in good condition. If the readings were higher, then it could be that we have an overcharging problem, which in turn could prematurely cook our car battery.

A good car battery these days cost around \$150 to \$200. You might think that a car battery for \$80 would do the same job, but that's false economy as a cheap battery may only last a few years. If you purchase a good quality battery and follow a few simple service checks, then it will last an average of eight years. That's the life span that I have achieved in recent times with batteries for both daily drivers and cars stored away and seldom used.

Besides checking that the charging system is working correctly, once a year I remove the battery, empty out the old acid and replace it with new distilled water. Besides removing old contaminants the new distilled water keeps the battery fresh, and just like I said it will give you an average of eight years trouble free motoring. If you plan to do this yourself, then I recommend that you use rubber gloves and be careful not to spill the battery acid over your clothes. I then put it on slow charge for around 6 hours before putting back into the car.

When purchasing your next battery give some consideration to how long you would like it to last. These days the battery sellers market Cold Cranking Amps (CCA). A battery above 500 CCA would be my personal choice, with plenty in reserve for cranking over that old Rambler V8 engine. Many years ago the battery sellers would market in 9 plate, 11 plate and heavy duty 13 plate. In Australia we have a good choice of locally made and imported batteries. Names like Exide, Marshall, Bosch and Century are all good quality batteries. Some of these are still manufactured with a black outer case for those who would like to keep a close resemblance to the battery originally fitted to their Rambler. In my own 1964 Rambler Classic I have a Century Outlander battery rated at 600 CCA. It's now just over four years old and I expect to get at least another four years out of it. It's also the correct size for the battery tray and hold-down clamp.

All of the above checks can be done by anyone. You don't need to consult your local Auto Electrician, who may like to sell you a new battery or alternator or regulator when you don't really need one. Have a little confidence in your own ability to do fundamental service checks. If you then suspect that there is a problem, then by all means seek the advice of a qualified professional.



In this illustration, with engine off, the meter reads **12.53**



Here, the engine is running at 1500 r.p.m., & it reads **14.05**



Back at normal idle speed, the meter reads **13.06**

## NEW MEMBERS

While we have had many renewals, there have been no new members since the last issue.

## KNOCK DOWN VEHICLES

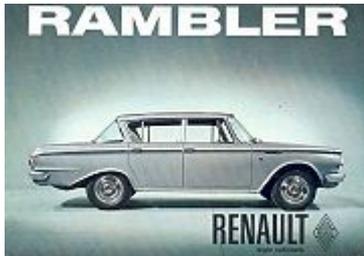
Complete knock down (CKD), is a complete kit needed to assemble a vehicle. It is a common practice among automakers, as well as bus and rail vehicle manufacturers, to sell knocked down kits to their foreign affiliates in order to avoid high import taxes and/or receive tax preferences for providing local employment.

An incomplete kit is known as SKD or Semi Knocked Down. Both types of KDs are collectively referred to within the auto industry as KDX or Knocked-down export, while cars assembled in the country of origin and exported whole to the destination market are known as BUX, or Built-Up Export.

KD kit assembling plants are cheaper to maintain because there is hardly any modern robotic equipment and the working force is usually much less expensive in comparison to the home country, so they are perfect for low-volume production. The CKD concept allows firms in developing markets to gain expertise in a particular industry. At the same time, the CKD kit exporting company gains new markets that would otherwise be closed.

In most basic form, a car in KD kit lacks only the engine, battery and transmission, which are either supplied as *parts* for assembly (a "complete" kit) or obtained from 3rd parties (an "incomplete" kit); wheels and all of the interiors are already installed on the head factory. To gain some extra tax preferences, the manufacturer needs to further *localize* the car, i.e. increase the share of parts produced by local manufacturers, such as tires, wheels, seats, headlights, windscreens and glass, batteries, interior plastics, etc. down to the engine and transmission. At some point, even the steel body could be pressed, welded, and painted locally; this effectively makes KD assembly only a couple of steps behind the full-scale production.

Developing nations may pursue trade and economic policies that call for import substitution or local content regulations. Companies with CKD operations help the country substitute the finished products it imports with locally assembled substitutes.



By the time that Henry Ford co-wrote his 1922 memoir *My Life and Work*, the Ford Motor Company was already shipping car parts from its Michigan plants for final assembly in the U.S. regions or foreign countries where the cars would be sold.

*1962 Renault Rambler - a CKD of AMC's Rambler Classic*

## ADVERTISEMENTS - CARS FOR SALE, PARTS FOR SALE, WANTED ETC.



1968 Javelin, body no. J8-055. Number 55 of only 90 built in Australia in 1968, this car has been very well looked after & has always been garaged. Running the original 343 V8, auto trans, power steer. Still has the genuine interior & is in very good condition, the car was resprayed the original white approx 2 yrs ago & had all minor body work done at this time, there is no known rust in this vehicle, still runs and drives very well. Has Dragway mags with good tyres, rego ran out 3 months ago (not used enough to warrant re-rego). I do not believe there is anything needed for a roadworthy. Please contact Mark on mobile: 0428-663-775 or home: 02-6676-1748. \$18000.00

★★★★

1964 Rambler American Convertible: very rare car; only ever 6 imported to Australia from US factory; restoration in progress; bonnet, boot and front guards sand blasted and



etched; engine bay stripped and etched; vehicle floor in perfect condition; convertible top in working condition; all nuts and bolts have been cad plated; reproduction windscreen rubber, door rubbers, boot rubber included; NOS grille and many other NOS parts; power steering; Kelsey Hayes disc brakes; AMC tach; bucket seats and floor console with shifter; under dash a/c vents; engine & trans either 195.6 ci or 232 ci. \$10,000.00 Phone Brad Wilson in Brisbane 07-3287-7615 or 0408-982-307.

★★★★

1959 Rambler Station Wagon. Has been customized into a Convertible. Has very good windscreen, but needs engine, trans, paint and interior to finish. Too many projects & too little time. Please contact Douglas Lawrence in Inglewood. VIC. Ph. (03) 5438-3091 or mobile 0416 275974.

1963 Classic 660 4-door sedan, one of 2 known to the Club still fitted with alloy block 195.6 6-cylinder engine. Very original car, vendor is 2nd owner for 5 years. Western Qld vehicle - no rust anywhere ever. Original cream/white colour with red vinyl seats and door trim. Mechanicals have been restored where necessary including exhaust system, brakes including brake lines, water pump & hoses, rear shocks, steering bushes & sway bar fitted. Full Qld registration. She has 45 years of dents & scratches but what you see is what you get. Rego NQN-391. Mobile 0412-183-804, home (073) 420-0497. Kyle Ward; email [kdward2@bigpond.net.au](mailto:kdward2@bigpond.net.au)

★★★★

1961 Classic Sedan. Not running for many years. Missing engine, windscreen and interior seats. Only has little amount of rust. Great as a project or parts if you have the same model. \$500. Contact Heath MacInerney, Geelong. Mobile 0439-255209.

★★★★

1964 Classic wagon Rambler 660 Classic Cross Country 1964 Green White, station wagon, 287 automatic, ding in rear door, all other panels straight. Minor rust, sell unregistered, drives great. Urgent Sale. GC \$3000 (0407) 578106 Gold Coast \$3,000

★★★★

1966 Ambassador sedan 287 V8, 2 stage auto, L.H. drive. Runs well, driveable, needs panel work done, \$8000 negotiable 0418-993-499 Narre Warren \$8,000

★★★★

1963 Ambassador sedan Ambassador 880 V8 1963. Burgundy, 287 V8, automatic, 1963 Car of The Year! Still runs like a dream. Two previous owners. Complete new brakes all round. New radiator. New MP3/CD player, power steering, Classic engine. Original seats. Great interior and exterior 230-JFJ VGC 0401-573-868 Deception Bay \$8,500

★★★★

1966 American 440 sedan (although picture suggests it's a 1965). Unmarked yellow duco, beige trim, mechanically perfect and nothing to spend. CD Player. \$9,990 Rego UAQ-966. No contact - must email query through [carsales.com.au](http://carsales.com.au)

The following cars are all for sale by Garry Murphy in Queensland. Mobile 0407 209160

1960 Rambler Classic Custom Sedan. Not running. 195.6 cast-iron engine & auto trans. Ex Consulate car. 95% complete. \$1,000.

1962 Rambler Ambassador Sedan. Rebuilt 327 V8 & auto trans. Car has lots of work done. Requires some assembly. Is mobile. Has original interior. \$4,000.

1967 Rambler Rebel Sedan. 290 V8 & auto were running. Needs water pump. Very good original interior. Clean body. Easy on road. \$1,500.

1970 Rambler Ambassador 2 Door Hardtop. Two cars. One is very good, minus engine & auto trans. Other car is very rusty, but complete and running original 360 V8 & auto trans. Both AMI cars. \$4,500 ONO for both cars.

### **PARTS FOR SALE**

Classic Parts. Rohan Borrell has sourced many new & reproduced parts to suit 1963-1966 Rambler Classic. A detailed 18 page illustrated catalogue covering most mechanical components is available on request. Contact Rohan Borrell in Hornsby. N.S.W Phone A.H (02) 9482-1483. Fax (02) 9681-4304 or email [rborrell@bigpond.net.au](mailto:rborrell@bigpond.net.au)

★★★★

1965 Classic grille, excellent condition \$150. 1965 Classic headlight surrounds. (set of 4) perfect condition \$100. 1965 Classic tail-light assembly & lens, new \$100. 1966 Classic tail-light assemblies, perfect condition \$100 the pair. 1966 Classic headlight surrounds, new \$120 the pair. 1960 Rambler Super grille, complete with all lettering, perfect condition \$300. Phone Doug Abrahams in South Australia (08) 8520-2979 all hours.

★★★★

Good selection of new & used parts to suit 1963-1966 Rambler Classic & 1964-1967 American. Also have good selection of original Rambler Workshop Manuals 1960-1973. All parts at fair prices. Contact Colin Main in West Meadows. VIC. Phone 03 93090601 or Email [amorphan@optusnet.com.au](mailto:amorphan@optusnet.com.au)

★★★★

Good used parts to suit 1966 Rambler American. Grille \$60. Headlight surrounds \$40 the pair. Tail-light set \$50 the pair. Set of 4 wheel covers \$60. Workshop manual \$30. Owners manual \$15.

Good used parts to suit 1967 American. Grille \$60. Bonnet \$120. Headlight surrounds \$40 the pair. Right front guard \$100. Tail-light set \$50 the pair. Complete dashboard \$80. Set of 4 wheel covers \$60.

Good used parts to suit various Rambler models as listed. Complete stainless body trim to suit 1959 Wagon \$100. Set of 4 15" wheel covers to suit 1959 Custom \$100. Set of 4 15" steel rims to suit 1959 Custom \$100. Pair of park lights to suit 1955-56 Custom \$40 the set. Two sets of 1965 Classic Sedan tail-lights \$80 the lot. Grille & headlight surrounds (3 sections) to suit 1969 Rebel \$100. Also have many other items to suit assorted parts to suit 1959 Rambler Custom & 1966-67 American. For all of the above contact Douglas Lawrence in Inglewood. VIC. Phone (03) 5438-3091 or mobile 0416-275-974.

### **PARTS WANTED**

The following parts needed to suit my 1959 Rambler Custom Sedan. Front windscreen. Fuel tank complete with sender unit, filler neck and tubing. Auto-trans gear selector cable. (Push-button auto type) rear bumper bar over-riders. Chrome exterior strips to suit driver's door. Please contact Ian Williamson in Newman. W.A. Phone (08) 9175-1016.

★★★★

Parts wanted to suit my 1971 Matador. Looking for genuine set of mud flaps and any other genuine accessory items. Please contact Greg Palumbo in Baulkham Hills. N.S.W Phone (02) 9686-0413.

★★★★

### UPCOMING EVENTS - QUEENSLAND

5th October 2008. CHRYSLER EXPO 2008 at Mt Gravatt showgrounds, Logan Road Mt Gravatt, Brisbane Qld. Chrysler Expo 2008 is open to all makes and models of Veteran, Vintage, Classic and Modern Chrysler\* Products and their Related Products regardless of country of origin. By this we are encouraging other models from Hillman's, Simca's, to Hudson's. This yearly event will have on display show and daily driven vehicles, trade displays and the famous "Chrysler Swap Meet".

24th-25th October 2008 GATTON BIKES ONLY SWAP MEET Gatton Showgrounds, Gatton. Open Friday 7 am to 11 pm and Saturday 5 am to 12 pm.

### SOUTH AUSTRALIA

21st September 2008 THE LEGENDARY GAWLER AUTO SWAP MEET This event has been attracting car enthusiasts for over 22 years and is now the largest swap meet in S.A.. It is held at the Gawler Trotting Track. Gawler is about a 45 min drive north of Adelaide. If you're coming from the direction of Adelaide don't turn off the freeway to go into Gawler, but stay on the Gawler By-Pass and take the first off ramp, and follow the signs to the trotting track or harness racing track. Gates open at Gawler at 06-30 Sellers \$10 .Buyers \$5

28th September 2008 BAY TO BIRDWOOD A Vintage Run On the last Sunday in September each year more than 1,500 historic vehicles line up at the Start to play their part in perpetuating the legend of the Bay to Birdwood.

5th October 2008, MOTORCYCLE ONLY SWAP MEET. The Sunday after the "Bay to Birdwood" run, Balhannah Oval, South Australia. Organised and supported by the Veteran & Vintage Motorcycle Club of S.A. Inc. Featuring: A static display of restored and original condition Motorcycles dating from the 1900's to the 1960's. A "Peoples Choice" award for the Motorcycle gaining the most of the public's votes. Variety of wholesome country style catering provided on-site. Motorcycle related sites only, strictly NO car or bric-a-brac related sites.

11th to 12th October 2008 LOBETHAL GRAND CARNIVAL Full lap closed road demonstrations on the original 14 km road circuit, home of motor racing in the Adelaide Hills 1938-48. Featuring many local race cars from the early days.

12th October 2008 STRATHALBYN SWAP MEET, Sunday 7.00 am-12 noon new venue Strathalbyn harness racing club (Milne Road 500 metres from West Ter/South Ter Roundabout) Catering for motoring

enthusiasts of all ages with new and old classics. Automobilia, spare parts, books, collectibles and more and something for all the family.

### SOUTH AUSTRALIA

1st & 2nd November 2008. EXTREME HORSEPOWER SHOW 2008 Wayville Show Grounds The Extreme Horsepower Show is South Australia's Ultimate Automotive Expo. Featuring, Hot Rods, Street Machines, Customs, Hi Tech Jap Imports, Motorcycles, Drift, Race and Drag cars, if it's modified it will be there! Promo girls, prizes and giveaways all weekend. Heaps of trade sites full of the latest gear for your car.

15th February 2009 ALL AMERICAN DAY CAR SHOW New Venue Tilley Reserve Hancock Rd Surrey Downs

??th May 2009 KAPUNDA SWAP MEET Kapunda Trotting Track

### VICTORIA

18 October 2007 OAKLEIGH MOTORCYCLE CLUB SWAP MEET MOTORCYCLES ONLY Oakleigh Motorcycle Club Grounds, Simpsons Rd Clayton , Melways ref 79C10

15th & 16th November 2008 BENDIGO NATIONAL SWAP MEET Prince of Wales Showgrounds, Holmes Road Bendigo Victoria.

9th May 2009 GEELONG BAY CITY SWAP MEET

14th & 15th November 2009 BENDIGO NATIONAL SWAP MEET Prince of Wales Showgrounds

18th April 2010 LANCEFIELD SWAP MEET

8th May 2010 GEELONG BAY CITY SWAP MEET