



# THE PIT STOP



MOSES LAKE CLASSIC CAR CLUB

February 2012



**February's meeting** will be held at the Porterhouse at 6:00 pm. There will be Salisbury steak with all the trimmings and dessert.

Please remember to sign up for jobs at the Car Show with Joe Johnson.

January 2012 Car of the Month



**Dave Church's 1969 AMC SC/Rambler - aka: "Scambler"**

I bought this "390 Scambler in November 2003 from the late Joe Jenson.

In 1969 Rambler built 500 of the SC/Rambler's dubbed the 'Scrambler' by many fans. Rambler had been selling since 1958 and it was a simple, cheap, and dependable sedan. From the first Rambler sold in 1958 and the last one to roll off the assembly line in June 1969, more than 4.2 million Ramblers were built. By 1969, the Rambler wasn't selling like it used to, and the car was to be cancelled. In the middle of the 1969 model year, AMC decided to team with Hurst Performance Research, Inc. (George Hurst was already on the payroll for racing and production consultation) and build 500 of the SC/Rambler's. Interest in the vehicle forced 1,512 to be manufactured.

**Performance:** The SC/Rambler was built for the NHRA F-Stock drag racing class. In stock form, performance times in the low 14 seconds could be attained in the quarter mile. Low 12 second times could be achieved with a few additional modifications. A very popular and effective add-on was the Cross-Ram intake, which brought the times down to the low 12 second area. The original SC Rambler ad quoted that this car could make life miserable for any GTO, Roadrunner, Cobra Jet, or Mach 1 owner. There was only one

engine available on the SC/Rambler, the 390 V8. The AMC/Warner Gear T-10 four-speed had a Hurst t-handle shifter. The car also had dual exhaust, with loud glass pack mufflers and chrome tips.

**Unique Paint Scheme:** Two exterior paint schemes were available, "A" trim and "B" trim. The first 500 SC/Ramblers produced had the "A" trim, consisting of red center body side panels, with thick blue racing stripes on the hood, roof, and back deck. The hood had large white letters spelling "390 CU. IN", with a big blue arrow pointing towards the scoop, telling the air where to go. The word "AIR" is on both sides of the air scoop. The SC/Ramblers created so much attention to the showrooms that some dealerships refused to carry them. They brought in crowds, but they were mostly young gawkers, and kept away the customers that would actually be buying. The unique color scheme attracted police, and also the big block street racers. Although this was a lightweight with power, it was hard to beat a big block with only 315 horsepower under the SC/Rambler hood. Once the first 500 SC/Rambler's sold, another batch was made with the "B" trim. This was toned down, consisting of a mostly white exterior, with thin red and blue stripes, and the "390 CU. IN" label on the hood was removed. After these, a 3rd batch was made, reverting back to the "A" trim. Around 1,200 of the 1,512 SC/Ramblers built had the "A" trim.

**Options:** What was standard on the SC/Rambler, was all you got. There was no power steering, no air conditioning, no bucket seats, and no floor console available. The only option available was the AM radio. The idea behind this was to keep the weight down. The standard features included... # 315 hp 390 cid engine, # Borg-Warner 4 speed transmission with a Hurst "T-handle" shifter, # 3.54: 1 limited slip differential, # Two tone mag wheels, # Functional ram air hood scoop, # Heavy duty shocks, # Anti-sway bar, # Anti-hop rear links, # Bendix front disks. The Bendix front disk brakes gave the SC/Rambler a very considerable advantage to other street racers of the time. Most vehicles did not have this feature, which helped this small car stop very quickly.

Not many of the 1,512 SC/Ramblers built exist today. There are only 320 registered out there with some yet to be found. They were raced hard, and took extensive abuse from this. One day my hope is to have my 'Scrambler' roll out of my shop fully restored just the way she rolled out of the showroom in 1969.

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### Minutes of MLCCC General Meeting January 12, 2012

**Meeting** was called to order at 7:00 PM by President Bob Duffin at Chico's Pizza.

**Guests:** Juanita and Harley brought guests **Norm and Linda Benson** owners of 1962 Willy's Jeep. Norm and Linda became new members.

**Minutes:** Approved as published.

**Treasurer's Report:** Current checking account balance: \$8,351.00. Treasurer's report approved. Bob not available for comments.

**Web Master:** Paul put link to Speedway Motors site on our web page. Members receive a discount using a code. Call Paul for code.

Paul still has 2 car plaques available for sale at \$27 each. (One sold later in the evening)

Please let Paul know of anything that should be on web page.

Paul put in a plug for the Sweetheart Dance. Proceeds for cancer patients and research.

**Old Business:** Ryan Harris has donated nice new speaker system to the club. Bill moved and Joe seconded that the club pay dues for Ryan next year as a thank you. Motion passed

**New Business:** None presented

**Car Show:** Dash plaques to be given to participants will feature Bob Duffin's Plymouth.

Dale Roth wants 1/2 of \$550 fee upfront for car show. He will bring in his equipment and emcee for us. Moved and seconded that we pay this bill. Approved. Moses Lake Transmission will be donating a transmission for the car show again this year.

Karen Crook has said she would like to take care of the "goodie" bags for the show.

Doug Skane will not be taking on the Poker Run. Need someone to chair this event.

Car Show meeting will be January 17, 2012, at the Moses Lake Library basement at 6:30 PM

**Next Meeting:** To be announced by calling committee. Be sure and answer you phone when they call.

**Car of Month:** David Church

**Duck:** Clay and Karen still have the duck

**Meeting adjourned at 7:20 PM**

**Respectfully submitted, Mary Mayo, Secretary**