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SNAKESKIN

COBRA CAR CLUB OF WESTERN AUSTRALIA

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Eddie Terrell awarded Clubman of the year 2012



Eddie Terrell was awarded the Clubman of the year award at the 2012 AGM by club president Dave Kent..

Eddie is the Snakeskin editor and passed on his thanks to all those who voted and to those who have submitted articles for the Newsletter throughout the year.



PRESIDENTS REPORT BY DAVE KENT

G'Day Cobra nuts

As this is my first report since the AGM I would like to welcome the new committee (sorry old committee) for 2012/2013 to the fold. The only change to last year's committee was the election of Miles Wood to the position of Vice President so welcome aboard Miles and thank you for offering your time to the club. To my returning members all I can say is you are gluttons for punishment and the members certainly appreciate your commitment to the club.

I must also express the sincere thanks of Ron McNally and myself at being so superbly ambushed at the AGM with our respective nominations for life membership. To say the least we are both deeply humbled by such recognition as we do what we do for the club because we enjoy it and to be recognised in this way is very much appreciated.

Don't forget the October run to Tony Pernechelle's magnificent Ford collection is on the 14th of October and believe me this is one run you don't want to miss. Let's hope we get a nice sunny day so we can turn the carpark into a show all of its own.

A quick update on the Mustang front much has been achieved on the rust repair and chassis modification front and the focus has turned to shoehorning the massive 5.4L modular V8 complete with 5 speed Tremec (from a kind BA XR8 donor) into it's tiny engine bay then it will be on to more tricky stuff like ABS, traction control, IRS etc.

And just in case I forget to mention it at the September club meeting and big "Happy 60th Birthday" to our trusty editor Eddie Terrell. Sorry Eddie can't let the big milestones pass.



OFFICE BEARERS FOR 2011

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CCCWA 2012 / 2013 Club Calendar

Updated 19/08/12	Club Runs		Event	Depart / Start Time	Information	Organiser
	Day	Date				
September	Wed	26	Veteran Car Club (BBQ)	6:30 PM	BBQ and September General Meeting	Club
October	Sun	14	Tony Pernechelle Museum	9.00 AM	Depart Caltex Midland for Hills run to Tony's	Dave Kent
October		0	Go Karts Wanneroo	TBA	Club Kart Champion	Troy Kent
October	Wed	24	Veteran Car Club (BBQ)	6:30 PM	BBQ and October General Meeting	Club
November	Sat & Sun	21	Dunsborough Overnight Run	8:00 AM	Depart Ye Olde Narrogin Inne, progressive pickup from Pinjarra	Jessie Kent
November	Wed	14	Whoop Ass Wednesday		Motorplex	Alan Dewar
November	Wed	28	Veteran Car Club	6:30 PM	November General Meeting then Hamburger Hill Run via tunnel	Club
December	Sat	1	Christmas Function		Ron & Nola's Dawsville Resort	Ron McNally
December	Sat	8	Twilight Run	TBA	Depart Mandurah Buntings - Progressive Pickup to TBA	
January	Sun	13	Beach Breakfast Run	7:00 AM	Depart Ye Olde Narrogin Inne	
January	Wed	23	Veteran Car Club (BBQ)	6:30 PM	BBQ and January General Meeting	Club
February	Wed	6	Committee Meeting	TBA	TBA	
February	Sat	9	Valentines Run	5:30 PM	Depart Kings Park to Kent Balirama	Jessie Kent
February	Wed	27	Dick and Leone Hogen-Esch	6:30 PM	Departing Hungry Jacks Baldivis - depart 7:00PM.	Ron McNally
February		0	Whoop Ass Wednesday		Motorplex	Alan Dewar
March	Sun	10	Harry's Fish and Chip Run	5:00 PM	Progressive Freeway Pickup from Mindare South for Fish & Chips	Harry McClymans
March		0	Classic Car Show	8:00 AM	CCCWA Show and Shine - Whiteman Park	Ron McNally/Dave Kent
March	Wed	27	Club Meeting	6:30 PM	BBQ and March General Meeting @ South Perth Foreshore	Club

AFARCC TRACK DAY - BY MILES, PHOTOS BY KATRINA WALTON

As the sun came up over the horizon, Sunday morning, a collective sigh was heard throughout Western Australia.

No rain for the boyz from the Cobra club meant a great day ahead at Barbagallo raceway for the All Fours and Rotaries Car Club annual track day.

A full day at Barbagallo, with both the long and short course open during the many sessions loomed large for all concerned.

As Kane Pickard and I rolled up to the track, our place in the pits at "Team Cobra" was reserved by the early birds, Fast Al Dewar, Dizzy Dave Walton, Tech support master Ricky Virago, , Kevin Wolfe, John Wood, the dirt master and Katrina The photo queen and a cameo by big John!

Drivers briefing brought a slight drizzle, but quickly passed by. Time to hit the track!

Onebadhog was first to get caught out at turn one, first flying lap by cold tries, cold brakes, full fuel load and a bloody bump on corner entry. Around he went with grace, poise and experience staying in the middle of the track, but facing the wrong way..

Next up was Dave Walton, forever now to be know as "Dizzy" for the first of his 3 spins. He now knows the relative limits of his new Cobra!!!!

Fast Al had a fat time, carefully lining up on the grid in a very strategic manner to exploit his new balanced crank, balanced rods, racing pistons, racing heads and a tank full of BBQ fuel! And fast he was all day. Sticky tyres, big brakes and some large balls saw him quickest on the day into and exiting the corners. Still needs some work on straight line speed, but says he is done working on his engine. Only time will tell.

Kevin had a ball with his new backdraft, looking the goods, cutting some very fine apexes and hitting his braking points perfect. As with all of us, the braking points moved closer to the apex as the day went on!

Tech master Ricky helps tune fuel pressure for onebadhog, shows the beautiful Daytona to the endless line of admirers, and assists all when a technical question comes up. Thank you Ricky from all of us for your knowledge and expertise!! It was and is greatly appreciated.

Opps, Dave goes around again, no harm, just a big face splitting smile and a laugh from the missus who enjoys seeing her man have so much fun!

Kane Pickard hits the dirt, so he does not feel left out.

Lunch is on and it's hard to eat a snag with a big sh*t eating grin on your dial and laughing your arse off at the stories!

After lunch is was onto the short course for a session. While this was announced at the drivers briefing, twice, and a sign was at pit exit reminding all that we were running the short course, it seems some got overcome with adrenalin, testosterone and their competitive nature. Miles got to the top of the hill, hard on the noise, saw the cones cutting off the downhill section to Kolb corner, says "Oh Poo" hits the brakes gently in a gentlemanly manner and slows through the witches hats to turn around and get back onto the proper racing line.

Whoaaaa here come fast Al up the hill, full noise with eyes only on the tacho and license plate in front that reads "onebadhog" trying to make the writing bigger!!!!!!!!!!!!!! Nope, cant see any cones when looking at the tacho and license plate so he goes wizzing past the cones, and onebadhog saying "shit" also.....back on track for both, down the hill into the last corner and laughing all the way down the front straight!!

We all get a break shortly after when john Wood in his cobra DRB goes straight off into turn one plowing a mighty furrow with his front spoiler....seems left foot braking and right foot gas got confused while down-shifting...so the story goes.

A cameo by Neil Atwell is a pleasent surprise and he brings the sunshine along with him.



With all running low on fuel, Kevin gave his jerry can to that thirsty beast Miles, and we all decide to call it a day. Except for Kane hits the track for one last fang while the rest of us pack up for a grinning drive home.

A great day by all, with limits meet and exceeded, brakes tested, tyres heated up and smiles breaking many faces.

it was also interesting to see some VERY quick evo's and lancers passing us all...Ahh, modern technology is quick, but just does not sound or look the same.

It was a fantastic day of driving our passion, having a laugh at each others expense and just enjoying the brain child of one Carrol Shelby!!!

Hope to see more club members out next year for a great day of driving miss daisy!!!!!!!!!!!!!!!!!!!!!!



GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

Not a great deal happened over the last month – first job was to resolve the issue of the ‘short circuit’ and test the dash and body wiring loom (picture 1) – with the exception of the wiper motor that still needs function checking everything now works OK. I still have the Mast Racing engine management system to finish up and interface with the GD loom but I’m confident I have all the info now and will be happy to add a couple of extra earth wires and run the speedo and water temp lines then I can connect up the main engine management harness – more of that next time.



Picture 1



Picture 2

With the body loom finished it was time to get four strong chaps together and lift the body back onto the chassis to enable the final holes to be cut for the fitting of the roll bars. I had already done this once so the proof of GD’s quality build claim would be whether I could line up and bolt up the body/chassis again within a millimeter of the first time fit. I could not get four strong chaps and ended up with four Engineers from my office. Five Engineers to do a simple job - basically a recipe for disaster. And it nearly was – the reality is that to maintain total, stable 3 axis control over a 250Kg monocoque body as you guide it over and onto the chassis you really need 6 or 7 strong chaps and someone doing nothing but running about looking at guide lines and interference

The first lift ended up with the body wedged in place somewhere and lots of shouting and grunting - eventually it was lifted clear. At that point the “ Engineers ” took over and started coming up with one idea after another on how to achieve the lift with each idea perhaps a bit more complex and dafter than the previous...

I prevailed in the end - on the basis that even after its expensive spray job we were going to have to manually lift the body over – no options - so we best start learning how to do it now rather than later.

The second lift actually went much better and it was only a few seconds before the whole unit slowly slid on its guides and pretty much into place. Next time though I will use 6 or 7 hefty chaps (probably no engineers !)

The following day a couple of hours work saw the body holes all lined up to the point that the securing bolts could be run in by hand – result - body back on exactly where it should be millimeter perfect .

GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

GD do not precut or mark the body holes for the roll bars to transition. I do not know why.... The body is so accurate that they could – So it was lots of pre planning and ideas on how to transfer the six roll bar location points on the chassis up through two skins of the body with no datum or reference point available.

First thing was to ensure the body sat square and level on the floor as we planned to use plumb lines. By drilling up through the chassis points the inner two hoop points were located into a metal strip template (Picture 2). I then dropped two 12mm bolts through the plate and into the chassis to fix in place. The two outer holes for the hoops were already drilled downwards through the body and into the chassis points at the centers at the correct distance I had physically measured from the roll hoops themselves. Some 12mm studding was then bolted through the chassis points and run up to the underside of the body (Picture 3). A 12mm pilot hole was then drilled out and some 12mm dowel pushed through all the holes to ensure they all lined up (picture 4) as long as the dowel did not jam I was confident the holes were pretty well spot on aligned. Next move was to make a circular template of the required hole size with a plumb line centered underneath and slowly move it about until the line was perfectly centered above the chassis mounting hole then mark around the disc to the final hole size. Take a deep breath then drill through the body. Once I was happy the hole was in the right position the relief hole was line drilled and then sanded out to the finished size. This was repeated for all four of the main holes. Easy !! – it took HOURS - but with each hole confidence grew - I recon we could do the whole thing in less than an hour if I had to repeat the exercise.



Picture 3



Picture 4

With the four main holes cut and the roll hoop inserted 180 degrees out (with the rear leg into the cockpit) I fitted another template that I had made to position the rear support leg. By sheer luck we discovered the hole was exactly the same size as a toilet roll – so having stuffed n' flushed 40mts of unused toilet paper down the pan to obtain a brand spankin' new toilet roll and then profiling the bottom of the roll to match the body contour the roll was pushed through the template which was then leveled up (picture 5). The hole was marked around the roll and then cut out. The end result was two perfectly fitting roll hoops. Picture 6 shows the finished job – on the near side hoop you can see the rubber and aluminium escutcheon plates I want to fit rather than the GD rubber grommets which I really do not like.

GARDNER DOUGLAS MK4 COBRA - BY PETER GRAY

The new escutcheons look great but I am struggling to bend the outer ones to match the concave curve of the body – they are damn stiff and I suspect will fracture at the drill point when I try to bend them – If they do I will have some Stainless Steel thinner ones made up to match the rubber mounts.

Picture 7 is there for no other reason other than the fact that the whole thing looks good and more like the finished article.

Next month – steering column - control switches and hopefully the ECU system and engine run once the body has been removed and sent off for its paint job...

Remember folks Peter has an open invitation for people to drop in and check out the car and enjoy a cuppa at any time. If you would like to contact Peter drop me a line and I will pass on his number.....Ed



TOODYAY RUN - BY DRAGAN

The Toodyay run took place on the 11th August.

It was a great morning, clear and sunny skies. We mustered at Hungry Jacks Mundaring at 10am. Due to unforeseen road closure (Nicholson Rd Canning Vale) I was stuck in traffic for half an hour, only getting to the meeting point at 10.30am. What is it with road works and my planned runs ???..

Graham Ullock and Miles Wood arrived in Cobras, Ross Smith in his sweet new ride (Maserati), what a lovely soundtrack, Brad Tomlinson with his ute and Myself and Jean in a ute were the only attendees.

As it was such a small turnout we decided to rather just head up to the Mundaring Weir and then on to the new Dome Coffee Shop in Kalamunda. As usual it's a nice stretch of road to have a bit of a play on.

The Dome was lovely, where we had a bit to eat and drink, and Miles pointed out to Ross that the Cobra was attracting more attention than the Maserati (ha ha). A good time was had by all.

Thanks to those who made the effort to come along.



DAYTONA BUILD BY RICKY VIRAGO (PART 6)

The first task in body preparation and painting is to remove anything that will be damaged or affected by the process. This means removing all body fittings and taping up everything really well. Dust and overspray will get into anything and everything.

The prep work involves a lot of sanding and filling. First off, the whole body was wiped with wax remover and sanded to 80 grit by machine. The main mould seams were then filled with the best quality filler you can find / afford. Then the long bards came out and the car was sanded again with the intent to blend the filled mould joins and to find the highs and lows in the body. High spots were sanded more and the low spots were filled. This process continued for as long as necessary to get a uniform finish over the entire body. This sounds, and is straight forward but involves time, patience and a good feel for the job at hand.

Sanding of the body will progress with ever finer grades of paper. This will typically culminate at around 240grit just prior to the first coat of hi build spray putty.



Prepared for body work filling and fairing



Correcting surface level around fuel filler recess and mould seams

DAYTONA BUILD BY RICKY VIRAGO (PART 6)

Drivers side nearing completion of filling and sanding stage

Once you are happy with how true and smooth the surface is, the first coat of paint can be applied. Generally, I use a two component polyester based hi- build spray putty. This ties the body filler and gel coat together and gives a substantial build to eliminate any ripples and to further blend any areas that were filled. This will typically be applied at least twice with long board sanding in between paint applications. Before sanding a guide coat of black is lightly misted over the putty to help see where the ripples are while sanding.

An important fact to remember with fibre glass is that it constantly moves. As such it is essential to only apply body filler in warm conditions (ie, never below 15 degrees C) and also to cook the body along with any body filler to get a complete cure of the products. I generally leave the body in the sun while building the car to let it settle. Then after body work, I heat or sit the body in the sun to allow any further shrinkage to occur, thereby minimising future movement. The body and filler will move eventually in any case but, the longer it can be prevented the better. Also, dark colours are much more prone to movement due to the heat build up they create.



First spray putty and guide coat applied.

DAYTONA BUILD BY RICKY VIRAGO (PART 6)

Once the first spray putty is completed and cured I use a long board with 180 to 240 grit paper to sand the entire car (by hand) The aim is to remove the guide coat and any lumps and bumps with it. Anything that can't be filled with another coat of putty will need to be filled with body filler. As noted earlier it is almost certain a second hi build will be required. This will also be sanded by hand but will be finished to 320 grit paper.

Once happy, The next coat of paint can be applied. This will be a two component hi build primer / sealer. This is the last chance to get the surface right. Once sprayed and followed with a guide coat it then gets wet sanded to 600 grit, removing all of the guide coat. When completed, the body should have a glossy sheen to it which if done correctly will be an indication of the surface quality.



2 pack high build primer wet sanded ready for application of base colour

Following from the final primer and after everything is cleaned up and re masked, it is time to apply some colour. In this case it is a two pack clear over base. The stripe area was first sprayed with white. This was then masked to define the stripes and roundels. The main body colour was then sprayed and when dry, the stripe masking was carefully removed. The next day, the clear coat was applied.



Final paint –Mazda Stormy Blue & bright white – (Straight off the gun)

DAYTONA BUILD BY RICKY VIRAGO (PART 6)

After the paint has cured (overnight) all the masking can be removed. Before any other work commences, it is a really good time to clean up. The paint process is messy and needs sorting before continuing with assembly.

Next issue will cover reassembly of the car.

1955 - 1965 FORD V8 CLUB DAY BY PETER GRAHAM

Have you ever had one of those experiences where a friend will say to you “ in six months can we” And because six months is a long way off and you don’t want to think about it you say “ yes, of course we can.....”, well I have a friend, Terry Heany, ask me just that question six months ago and the question was “ in six months can I bring the car club down to your place for a club run with a look in your shed and your toys for a few hours “. Of course I said yes and asked him to call and remind me as we got closer.

I got the call about a month ago as a reminder and the date was set for the 19th August and you know what it’s like when there is something niggling you in the back of your head that that day held some sort of importance , well the alarm bells were ringing in my head but I couldn’t work out the significance of that date and so I said “ no problem, see you then.

I had told the wife of the impending invasion of cars and she was quite happy about it until I told her the date and that’s when the alarm bells were answered, yep you guessed it, wedding anniversary, I just can’t understand how women can remember all those milestones in ones life. Anyway, there was room for negotiation and compromise about giving up her special day for a car club so I suspect there will be a few dinners or something as pay-back.



1955 - 1965 FORD V8 CLUB DAY BY PETER GRAHAM

Sunday the 19th August was a spectacular day, about 23Deg, sun was shining and at 9.30 a few of the club girls turned up with tables, cups urns and cakes and set up morning tea, just as we got that sorted my mates Ricky turned up with his Daytona replica and Mark with his spectacular GT40 replica, we got those cars parked and then we heard the roar of about 30 old ford V8's coming up the hill to my place, not sure what the neighbours thought but didn't care either.



I have a 5 acre property with lots of parking area's so everyone got in and finally settled and started to have a look around and have their morning tea. I spent my time just drooling over their cars, they are just lovely old machines that are lovingly restored . Now I am a Ford tragic and very rarely let a GM vehicle on the property but in amongst these fine motor vehicles was a ring in, yep, the distributor was on the wrong end of the motor, a big ugly Caddy, you just can't miss them when you place them amongst such fine Fords. Because I am a hospitable character I overlooked this misdemeanor and let it pass.



One of the girls desperately wanted Mark to take her for a run in his GT40 so that and the Daytona were fired up and a few people were given rides in these cars. Once that was done we packed everyone up and headed to another mates place up the road to look in his shed, he has a few really



1955 - 1965 FORD V8 CLUB DAY BY PETER GRAHAM

nice cars but the pick is the original Larry Ormsby XW GT HO PHASE 1 drag car which has been painstakingly restored to absolute original condition including all the livery and bits and pieces.

My friend also has the original Ford D series transporter that Larry used back in the old days and that is about 50% restored. People were wandering around when my friend threw me the keys and said "fire up the hoey", I put the keys in and she fired first kick and it has a straight thru exhaust system she is pretty loud but just such a sweet sound.

Even all the old buggers with hearing aids new that this motor was something special, it's what a Ford should sound like. He also had an original XE ESP Falcon which was the last of the 351 Falcons and the ESP stands for "European Sports Pack" this is again just a beautiful car. His other car is another XE but it is a Black on Black model, only a few were ever painted in this colour scheme so again quite rare but this is his big toy with a stonking great motor in it that can light up the back tyres in third gear, he is such a boy.

Well that was the end of the day and the car club headed off elsewhere for a barby and a few beers. I went back to my place and revelled in the memory of all the old Fords, I knew they were genuine Fords as everywhere that they had parked was a nice little patch of oil on my drive



1955 - 1965 FORD V8 CLUB DAY BY PETER GRAHAM

way. I counted all the oil patches to determine how many cars were on this run.

Many thanks to Terry for bringing the club down to my place and to Mark, Ricky and my other mate for showing their cars as well.

Peter Graham



TEN MISTAKES WHEN WORKING ON CARS

There's a certain machismo that overcomes some of us when we are working on a project. While there are times when we come out ahead as all-knowing and able-bodied, there are also times when we come out looking like a fool who doesn't have a clue – even when we really did have a clue – but were too careless. Some things that come to mind are working on electrical, building furniture and working on cars.

Ten Mistakes People Make Working on Cars

1. Not Disconnecting Your Battery
2. Not Using Spark Plug Wire Markers
3. Not Using Anti-seize Compound
4. Having Left Over Parts
5. Leaving Old Gasket Material on Mating Surfaces
6. Not Using the Right Sealer When Needed
7. Not Running Through a Full Heat Cycle to Check Fasteners
8. Over/Under-torquing a Fastener
9. Forgetting to Relieve Fuel Pressure Before Service
10. Ignoring Safety Procedures

The latter is where many a nights have been spent bandaging up injuries because we didn't take the proper precautions; we adopted the lazy approach thinking we could work our way through it. If we're lucky, we scathe by without a scratch. If not, we have some fixing to do on top of our initial repair.

Checking out the list, we're sure many of you can relate to overlooking some of the items, and we are wondering how many of you fail to disconnect the battery, the first on the list. Disconnecting the battery is probably one of the easiest things to do, yet one of the most overlooked safety procedures.

If you're doing any welding, you should know that leaving the battery connected can cause major damage to your car's electrical system. So it's not just about accidentally touching a hot wire to ground when you're installing that alternator. There's more to it.

When it comes to leftover parts, most of us have probably been there – even when we think we're taking every step necessary to put things back together properly. One way to overcome this mistake is to get yourself a box of plastic sandwich bags and a permanent marker and put all hardware, clips, retainers and small brackets for one component into the bag, seal it and mark it. Another way is to use that fancy-shmancy camera you have, you know, the one that you use to call people with, and take a picture of the parts before you disassemble them so you'll know how it goes back together.

How many people don't remove all of the old gasket before assembling your parts? When you don't remove the remnants of the old gasket you've rendered your new gasket unusable. Removing the old material allows the new gasket to lay flat, allowing for a good mating surface for the component.

Using anti-seize on steel bolts, especially with aluminum parts, keeps the threads from galling and keeps corrosion at a minimum. And of course, one face full of fuel will remind you that you forgot to relieve the pressure on your fuel lines, something you probably won't forget again.

All of these safety procedures are a good base for working on any car, like using jack stands for support when using a hydraulic jack. Sometimes it's the little things that matter most, so check out the list and see if you've skipped any of them. If you have some great tips to add, feel free to share them with us.

FOR SALE



Four rear shocks for Cobra with Jag rear end. Shocks are Boags with Kings Springs. They have travelled no further than 200 klms.

New cost \$754, Sell for \$500 (set of 4) ONO

Contact Eddie or Tony 0400 599 168



Light set. 4 amber single filament, 2 red dual filament. \$150 (set of 6) ONO

Side repeaters \$24 (pair) ONO Contact Eddie 0400 599 168



1974 AMC JAVELIN AMX



It has been stated that in spite of its shortcomings, such as low quality and poor design elements, AMC (American Motors Corporation) built some of the best blend of muscle car/sports cars in the early 1970's. During the 1972 and 1973 model years 4,152 Javelins were produced with a special interior option designed by fashion design Pierre Cardin. Cardin's crest appeared on the front fenders. The trend for fashion designers doing special interiors goes on, but Cardin's continues to be the "most daring and outlandish."

The 1973 Javelin was updated slightly. Most noticeable changes were to the taillights and grille, though the AMX grille remained the same. A new roof stamping this year gave the Javelin a completely flat roof without "twin-cove" indentations, meaning a full vinyl top was now available. Also, front seat design was changed. Gone were the "Turtle Back" seats of 1970-72 in favor of a more slim design which was not only lighter than the previous seat, but also more comfortable and gave more rear passenger leg room.

By 1974, the automobile marketplace had changed. Chrysler abandoned the pony car market. Whereas Ford replaced its original Mustang with a smaller four-cylinder version, and other pony car manufacturers also downsized engines, the Javelin's big engine option continued until the production of the model ended in October/November 1974 amidst the Arab oil embargo and overall declining interest in high performance vehicles. American Motors also needed a manufacturing line to build its all-new AMC Pacer. Nevertheless, the 1974 Javelin production reached its highest point among the second-generation models with 27,696 units, of which 4,980 (about 15 percent) were Javelin AMX models.

The 1970 AMX was the best version yet of the muscle car/sports car mix. It was also, unfortunately, the last true AMX. One of the fastest, but most underrated of the Muscle Cars, the AMX received significant styling changes for the 1970 model year.

Changes to the 1970 model included a different grille and hood, a new interior and different tail lights. The hood included a Ram-Air induction scoop that forced cool air into the engine compartment. On the sides of the car were simulated side exhaust pipes. Underneath the car was a new front suspension and two new engines were introduced. They were the new AMC 360 V-8 for its base power plant and a 390 cu.in. as the upgrade option. Both engines had better-breathing exhaust ports, and new 4-barrel carburetors.

AMC hoped these changes make the car look more like its competitors. That was a mistake and sale came in at about half the number they had made the previous year. It seems that AMC customers enjoyed being a little different and living outside the main stream.