

SOUTHWEST SCORCHER

Volume 10, Issue 10

October 2007

Ramblings by the president

First of all I would like to welcome new members Greg & Kathy Botz from Glendale, AZ. They had met member Terry Fletcher at the Colorado nationals and here they are, Welcome aboard. The fund-raiser at the Sedona show was a success, we brought in \$127.00 and most all food was sold. We have a lot of things coming up, our elections for the upcoming year will be held at the X-mas party at the Kislacks on Jan 12th 5:00pm. If you are interested in running for an officer position it does have some advantages like not having to pay dues for example. Please keep an open mind on the idea of running for office as we are always open to have new faces and ideas on club related activities. Don't miss the next meeting, we have a special guest that I am sure a lot of members will find interesting. The first person at the meeting that tells me where the 2008 AMO nationals are being held will win a prize.

*Wanted newsletter editor for the 2008 calendar year, English degree not required but willingness to do what it takes to gather information and put out a newsletter each month. This can be made easier by asking a member to contribute an article to the newsletter. We have lots of members that have a wealth of information and knowledge that is just waiting to be tapped.

Understanding the numbers

Last month we discussed some of the basics of serial or VIN numbers and the sources one can use to decode those respective serial numbers. At the last meeting John Elle pointed out yet another source that is published by Frank Swygert and Farna Systems/AMC. Frank's reference book goes all the way back to 1955! No prices were available to us at the time of the meeting but you can e-mail farna@att.net for more information and pricing.

This month we are going to talk about some of the little idiosyncrasies that you will find in the numbers and some things to watch out for. The first thing that comes to mind is the difference between a

71-74 Javelin and 71-74 Javelin AMX. Many enthusiasts of this model do not know how to verify that the car they are looking at is a true Javelin AMX or a Javelin that has AMX pieces on it. The quickest way to determine how the car left the factory is to look at the serial number, let's take two examples: A2M797Z123456 A2M798Z123456

In the first example we have a 1972 Javelin SST powered by a 401 engine with a 4-speed transmission. The fourth digit is a 7 which denotes the Javelin series, the fifth digit is a 9 which indicates a two door hardtop, and the sixth digit is a 7 which indicates that this is a Javelin with the SST body class sometimes referred to as trim level). In the second example, all the numbers are the same except that all-important sixth digit which is an 8 denoting the AMX trim package. Since the other numbers in this example are the same, we know that we have a Javelin 2 door hardtop with an AMX trim level. Remember that 1971 through 1974 AMX's are actually an option on the Javelin series whereas the 1968-1970 AMX is a separate series by itself.

Here's another interesting little quirk. These body class numbers are not always numbers, indeed Taxi cabs use the "T" digit and police cars use the designation "P". Do not make the assumption that because the body class number is lower on one model than another that it is a lower trim level than another model. In other words, the top of the line for a Javelin may be an 8 the top of the line for a 1978 Gremlin might be a 7 and the top of the line for a 1972 Gremlin might be a 5, each one of these body class code numbers represents the highest level of trim for its specific year and model (they're all the top of their respective lines). Also remember that in the engine designation, certain years had two 360 4 barrel engines, one with dual exhaust and one with single exhaust but both of them use the letter "P" to designate the engine.

While it is very useful to know all these numbers and codes they may not help you if you didn't know if a certain car was or was not produced in a specific year. Look at the serial number below and try to determine what is wrong with it.

