



2006



The Texas Takeover

The Official Newsletter of the American Motors Club of Houston

April - June



A custom AMC for sale on E-bay
AMC converted to a convertible
(one more photo on Page 7)



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The *American Motors Club of Houston* was founded in the early 1980's with the goal of advancing the image and preservation of AMC vehicles in Southeast Texas and the surrounding area. Our Club is one of a triad of AMC organizations in Texas - the *American Motors Club of Houston*, *Alamo AMC* based in San Antonio, and *North Texas AMC* headquartered in Dallas form a strong contingent of Texas AMC fellowship, experience, and support.

We are a chapter of the American Motors Owners Association (AMO). Although we strongly suggest joining this fine organization, AMO membership is NOT required to be a member of the *American Motors Club of Houston*.

Planned activities include a large display in the annual indoor Thanksgiving Houston AutoRama Show, the annual AMO Lone Star Regional Show (location rotates between Houston, San Antonio, & Dallas), family picnics, cruises, bowling, parties, races, etc. The 2001 AMO National Meet was also held in Houston!!

We have regular monthly meetings on the second Tuesday of every month (7:30 PM) at the Hickory Hollow restaurant, located at 101 Heights Blvd. (just a few blocks south of I-10). If you are not already a member, feel free to join us for a "get acquainted" session before you sign up.

Ownership of an AMC vehicle or residence in our local area is NOT required to join our group. Interest and enthusiasm are more than enough. We'll gladly help you find your own treasured AMC if you don't already have one!!

Dues are \$20 per year - we are a non-profit organization, and 100% of your dues go to supporting club activities. The club officers do not receive a salary for their efforts. Dues and an enrollment form may be submitted at our monthly meetings, or mailed to our Treasurer.

AMCoH exists specifically to support you in your AMC endeavors; and we look forward to adding your own AMC experience to our knowledge base. If you need any additional information, feel free to contact any of our club officers.

Check us out on the Web at
www.AMCofHouston.org

Ted Davis - Photographer

Randy Helm - Videographer

The American Motors Club of Houston (AMCoH) is a nonprofit organization which exists expressly for the purpose of aiding and encouraging the use, enjoyment, preservation, and restoration of all American Motors vehicles. Any suggestions in this newsletter regarding modification of your vehicle are subject to common sense compromises among safety, longevity, reliability, legality, and resale value. AMCoH will not assume or accept any liability resulting from information contained herein. Any modifications are the sole responsibility of the person(s) performing those modifications.

From the Officers:

On the Calendar -- April 1st, Annual **Spring Fling** in Rosenberg, TX;
April 15th, Annual **Space City Cruisers Car Club Car Show** at the League City park on FM 518.
Contact any of your AMCoH Officers for further info on any of these events.

Space City Cruisers
in association with the League City Evening Lions Club

2006 Spring Car Show
April 15
The Vicki Gibson Scholarship Program

Registration \$20.00
8:00 am - 12:00 p.m.

League Park
500 East Main
League City, Texas

Cash Club Participation
1st \$150.00
2nd \$100.00
3rd \$ 50.00

Dash plaque & t-shirt to first 100 cars
35+ Classes
Awards around 3:00 pm

Sponsors:
DLC DESTINATION LEAGUE CITY
O'Reilly AUTO PARTS
Hamon Ford
JM Specialties
Snider Transmission
Key Commercial Corp.
Dan Rockett State Farm Insurance
Muff-It Muffler
G-Force Motor Sports
Gulf Coast Auto & Truck Repair
Colorize Collision Center
Jesse Jones & Associates, Inc.
JSC Federal Credit Union

For more info, call:
Denny Holt
281.554.1300

Mark Your Calendar For:
Space City Cruisers Fall Show October 21, 2006

Spring Fling Car Show – April 1 Rosenberg, TX. Sponsored by Southwest Street Machines of Houston, \$25 entry fee for participants. For more info call Anna or Billy Richardson at 713-774-2945. Or e-mail at br37chevy@ev1.net

Newsletter Goes to E-Mail-



Due to recent newsletter personnel changes and costs, the newsletter will begin transitioning to being sent through e-mail. This is really nothing new as most clubs these days work this way- it is easier, faster and cheaper. As we transition we will send the newsletter out to all the e-mail addresses we have, and hard copies to the few who don't have e-mails. In addition, if you would rather receive a hard copy through the mail instead of an e-mail copy please let us know so we can grant your wish. E-mail your request to taylor@camerondiv.com or tedjr1@swbell.net Or call Tom Taylor at 713-649-1519.

Please take note of our new Web Site address:

www.amcofhouston.org

The old domain name expired so we felt a change from a .com (commercial) to a .org (organization) was appropriate, also the new web hosting is about \$30 cheaper per year .

Because our old web master moved out of state & resigned we formed a web committee . The committee is made up of Ted Davis 'Cliff Osborne & Jeff Gunn .One of the reasons for the old domain expiring was that no one had the administrative passwords. Thus we formed a committee of three members all of whom have the passwords required for the ftp & admin sites .

This arrangement will help prevent the same problem in the future & insure that the web content reflects the clubs wishes.

We purchased a copy of Microsoft Front page for web editing purposes .Ted has been busy rebuilding & updating the site.

We hope you enjoy the new features & look forward to your comments/ ideas .however, please consider that it is "under construction" .

The Six-Stroke Engine

[The Six-Stroke Engine](#)

Posted by [Alan Bellows](#) on March 18th, 2006 at 10:01 pm



Under the hood of almost all modern automobiles there sits a four-stroke internal combustion engine (ICE). Though the efficiency of the design has been improved upon significantly in the intervening years, the basic concept is the same today as that used by the first practical four-stroke engine built in the 1870s. During every cycle in a typical car engine, each piston moves up and down twice in the chamber, resulting in four total strokes... one of which is the power stroke that provides the torque to move the vehicle. But the automotive industry may soon be revolutionized by a new six-stroke design which adds a second power stroke, resulting in a much more efficient and less polluting alternative.

In a traditional ICE cycle, 1) the fuel/air valves open as the piston moves down, which draws air and fuel into the chamber; 2) the valves close as the piston moves back up, putting the air/fuel mixture under pressure; 3) the mixture is then ignited, causing a small explosion which forces the piston back down, which turns the crank and provides the torque; and finally 4) the exhaust valves open as the piston moves back up once again, pushing the byproducts of the fuel explosion out of the chamber. This leaves the piston back in its starting position, ready for another cycle. This process is repeated thousands of times per minute.

The clever new six-stroke design was developed by 75-year-old mechanic and tinkerer Bruce Crower, a veteran of the racing industry and a the owner of a company which produces high-performance cams and other engine parts. He had long been trying to devise a way to harness the waste heat energy of combustion engines, and one day in 2004 he awoke with an idea which he immediately set to work designing and machining. He modified a single-cylinder engine on his workbench to use the new design, and after fabricating the parts and assembling the powerplant, he poured in some gas and yanked the starter rope. His prototype worked.

His addition to the ICE design is simple in principle, yet a stroke of genius. After the exhaust cycles out of the chamber, rather than squirting more fuel and air into the chamber, his design injects ordinary water. Inside the extremely hot chamber, the water

immediately turns to steam– expanding to 1600 times its volume– which forces the piston down for a second power stroke. Another exhaust cycle pushes the steam out of the chamber, and then the six-stroke cycle begins again.

Besides providing power, this water injection cycle cools the engine from within, making an engine's heavy radiator, coolant, and fans obsolete. Despite its lack of a conventional liquid cooling system, his bench engine is only warm to the touch while it is running.

From the Autoweek article:

Crower invites us to imagine a car or truck (he speaks of a Bonneville streamliner, too) free of a radiator and its associated air ducting, fan, plumbing, coolant weight, etc.

“Especially an 18-wheeler, they’ve got that massive radiator that weighs 800, 1000 pounds. Not necessary,” he asserts. “In those big trucks, they look at payload as their bread and butter. If you get 1000 lb. or more off the truck...”

Offsetting that, of course, would be the need to carry large quantities of water, and water is heavier than gasoline or diesel oil. Preliminary estimates suggest a Crower cycle engine will use roughly as many gallons of water as fuel.

And Crower feels the water should be distilled, to prevent deposits inside the system, so a supply infrastructure will have to be created. (He uses rainwater in his testing.) Keeping the water from freezing will be another challenge.

Bruce Crower holds a patent on the new design– which he is still developing and tweaking– but he estimates that eventually his six-stroke engine could improve a typical engine’s fuel consumption by as much as forty percent.

Further reading:

[Autoweek article on the six-stroke engine](#)

[Wikipedia article on Internal Combustion Engine](#)

[Crower Cams & Equipment homepage](#)

Related Articles:

[Fossil-Fuel Stopgap May Virtually Eliminate Auto Emissions](#)

[Hydrogen Injection Proven in Real-World Usage](#)

[BMW Revives the Steam Engine Concept](#)

Interesting Eye Catcher- AMX convertible



This is the first time I've ever seen a convertible Javelin/AMX, and it looks like they did a good job (wouldn't mind owning this myself). Found it on E-bay one day but didn't bother to save any info on it- sorry! Tim Gould

Quote of the Month:

html? I don't know what the hell you are talking about.... I have a PPO

-- Ozzie Osborne at the March meeting

The Club Store



The Club now has two more shirt options to show AMC your colors. The shirt at left is a short-sleeve button-front “work shirt” made from 65% Poly / 35% Cotton, so the garage grease and grime will wash out easily!! These have been selling like hotcakes at **\$22** each (any size). It has

the AMCoH logo embroidered on the front, and an AMC block emblem on

the sleeve. The shirt at the right is a winter-weight long-sleeve button-front denim shirt. It also has the AMCoH logo embroidered on the front, and an AMC block emblem on the back below the collar. These are also only **\$22** each (plus postage) for any size. Call or email any of the Club Officers to buy these cool shirts.



Here is the popular AMCoH Golf Shirt, in both plain white, and fancy R/W/B collar/sleeve versions (fancy shown here). **\$35** for the fancy, and **\$22** for the plain. Both styles have the AMC logo on the sleeve, and the Club logo on the front. The fancy shirts are very high-quality items; and the cheaper ones are pretty nice, too!! **Show your colors!!!**



The Club still has **two styles of AMCoH hats** for sale; the old tried-and-true red, white, and blue “Lone Star” hat, and a new cheaper “economy” 2-color model that you won’t mind sweating up!! All logos on both hats are **embroidered**; not just painted on. The new hats (right) are **\$10 each**. The original RWB hats (left) are **\$15 each** (plus postage).



As always; 100% of the proceeds from the sale of the above items goes directly into the Club Treasury to support Club activities.

The Final Word

Hey all, this is our first attempt at taking over the newsletter for George G. (due to personal reasons he is taking a break from the newsletter, and we thank him for all his hard work).

We need suggestions and editorials to be included in the newsletter, so if you see, read or hear anything interesting in the AMC world e-mail it to trex6622@yahoo.com.

Until next time; Go AMC! Tim G.



Tim Gould
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