The Newsletter of the Mopar Club/San Diego

PentaGram

www.moparclubsandiego.org

SEPT 2007

As I approach the big 6-Oh, I have decided that anyone living as long as I have has the right, by virtue of living six decades and observing and deeply reflecting on events, people and things for most of that time (the years during the 60's don't count for most folks of my generation), to state their opinion on most any subject matter, no matter how politically incorrect, that may be a burr beneath that person's saddle.

That said, I'd like to vent a touch of pent-up bilious pressure on a particular subject that I believe is a menace to all gearheads who enjoy driving their hot rod on public roads. The high cost of gasoline, you say? Good guess. If you don't like the high prices we've seen this past year, well, it's just gonna get worse. But nope, that's not it. We just don't put that many miles on our vintage rides to worry too much about $$/miles as I see it. The cost of insurance, then? Or increasingly rare parts? Tougher smog laws? Items of concern, to be sure. But nope, nope, and nope.

The Menace that I speak of, that wakes me screaming out of my recurring nightmare, is real and has laid claim to owning our roads. And we all know that God invented the Romans in order to invent roads for His invention, the car. This Menace is legion and they envision themselves as Super-Heros. They even wear costumes that are skin tight, in wild colors, and emblazoned with the logos of French cheese makers. These SuperHeros-In-Their-Minds-Only have declared war on cars that use the roads that your tax dollars have built for cars. I speak, of course, of bicyclists. In order to attain maximum speed, they've evolved their machines with ten or more gears, adding lightness with exotic materials, and in an effort to achieve aerodynamic efficiency, go so far as to shave their legs. Which is all right with me as far as the female contingent of the Menace is concerned, but I believe the guys are confused. The puny 25 mph speed they attain is only half of the problem. The other half is their herding instinct. They also "ride wide" in their bike lane, an invention by the way of Communist politicians who are Menace sympathizers. Heck, they even ride side by side. The worst scenario – you've seen it, too! – is when these anarchists get full of themselves and ride four or six wide outside their bike lane. We need to reclaim our roads! And that's my opinion, based on my 60 insightful years.

Bicyclists older than me with a differing view, don't count. —Bob

-Bob Gough, Y'r 'umble E'dtr & Prez

Shows!!! Cruises!!!

Mopar Club at Cruisin' Grand, Escondido Some 30 Club members displayed their Mopars on Friday Aug.17. A new member took the Best Mopar trophy, reports Larry Johnson.

14th Fall Classic And Larry and Debbie Johnson's Challenger took Best Mopar this beautiful Sunday on the 26th of August at the Embarcadero. Bill Baugh, Tom and Ann Garcia, Mike Mattern and Tom Ferreira represented the Club. Interestingly, the Best Mopar trophy was sponsored by Larry and Debbie Johnson of the Classic ChevyClub. Hmmm.

Cruisin' 101 The 2nd tour of San Diego county coastal burgs from the Del Mar track to Oceanside was Sat Sept.9. Bill "Hemi Boy" Baugh and Y'r 'umble Ed'tr had a great time. Mrs. H. Boy joined us on the tour.

Mark your calender for Sat. Sept. 29 for The Mopar Club Photo Day at Qualcomm Stadium trolley station, 5 pm. The Club is honored to have Robert Genat, acclaimed photographer, do the shootin'. Call Bob 858/292-5344 with questions, but bring your Mopar!

ProFile

100 pounds of clay –

Part Deux

Clubmember Bruce Jamieson has always known what he likes and doesn't like. During high school in Detroit, Bruce loved the Woodward Avenue car scene. After high school, Bruce was accepted into Pratt Institute as an art student in 1962, but he immediately realized that he hated drawing and painting. When he explained that he wanted to do three dimensional art to his counselor, he was told that the only place to learn that sort of thing was to go to work for an auto manufacturer in their styling department. So, he dropped out of art school and applied at Chrysler. He was hired as an apprentice modeler carving full size clay models in the Chrysler/Imperial studio. Bruce worked the next ten years shaping tons of clay concepts, and occasionally getting loaned out to the Dodge or Plymouth studios on special projects. He knew that he loved the work. But he knew also that he hated the climate. So Bruce moved to San Diego, leaving behind the styling studio, and the action on Woodward Avenue.

Over the years, Bruce established a plastics manufacturing business, but he's never lost his love for cars. He has a collection that includes a '64 Sport Fury with a 426 street wedge *(PentaGram*, Feb. '97), two '68 Barracudas, and a '64 Barracuda. At the moment, the '64 'Cuda is the only runner, as the others are in project status. Oh, yes, Bruce has this '68 Road Runner, also.

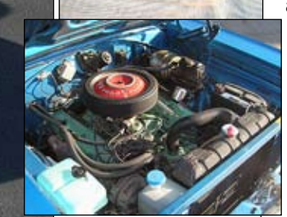
Bruce acquired the Runner purely by accident. In need of fasteners that only San Diego Hardware carried when they were located downtown, Bruce couldn't find a parking spot. Deciding to hoof it, he parked the next block over. But Bruce knew a short cut. All he had to do was enter the rear door of VIP Classic Cars, walk across their showroom floor, and exit through the front door. He knew a salesman there, and besides, he wanted to take a look at the inventory. The floor was full of collector cars of all badges. But Bruce noticed a bright blue Plymouth B-body surrounded by all manner of Fords, Chevies and foreign jobs. As he got closer, he could see that the car was in pretty nice shape. Closer still, Bruce saw the unmistakeable Road Runner emblems. When he finally squeezed up to the car, his salesman friend apoproached, and Bruce asked him what they were asking for it. "Well, a fellow down in New Orleans lost his cars in Hurricane Katrina, and he said he wants it. But he's not put a down payment on it." Intrigued, but short on time, Bruce put 500 bucks on it right there and arranged to thoroughly inspect it the next day, the next day. What Bruce found, after looking beneath the carpet and trunk mat, was a rust free Plymouth that had never been in an accident. The engine and tranny seemed freshly rebuilt. Some 40k plus miles showed on the odometer, and the previous owner installed a new Legendary seat and carpet set, and repainted the sheetmetal. Noticing that the paint was driver quality and the Magnum wheels were in poor shape, Bruce made an acceptable counter offer, and he happily drove his Beeper home.

In 1968 Plymouth turned the muscle car market on its ear with the Road Runner concept. Simply put, it was a car that delivered more horsepower per dollar than any other performance car. The first production run was based on two door sedan Belvederes. To save production costs, the rear windows were deleted of wind up mechanisims in favor of pop out glass. The interior was a vinyl bench. The engine was a special 383 B engine with heads, intake, cam and windage tray from the 440 RB engine. This version delivered 335 ponies through an unsilenced air cleaner, free flow mufflers, and a standard floor mounted four speed tranny. To spice it up, those crazy Plymouth guys added a special blacked-out hood with non-functionable scoops and redline tires. But what made the Road Runner an icon of muscle car history was the addition of the goofy cartoon character licensed from Warner Brothers. This image appeared on the air cleaner, the dash, the doors, the rear finish panel and in all the national ads. The *coup de grace* was the addition of dual horns that "Beep-Beeped", just like the cartoon of tv fame. Made by Acme Horn Co., no doubt. The Wile E. Coyote to this Road Runner was anything from GM or Ford.

The strippy $2900 Road Runner could not be kept on show room floors and buyers quickly demanded optional upgrades. By mid-year, the Road Runner lineup included a hardtop and a deep list of interior, tranny and engine options, all the way up to the 426 Hemi. Truth be told, some Birds were optioned to the level of the top-of -the-line GTX. By years end, 29,978 sedans and 15,334 hardtops were sold. Bruce's car is one of 15,166 hardtops built that year with the base 383 engine. Of those, 8,480 were equipped with the TorqueFlite transmission.

But back to Bruce, who happily got his Runner onto the road. He loved it. But quickly discovered that he hated the way its original unassisted drum brakes stopped the car. Right away, he had the front rebuilt with power assisted disk brakes, and while he was at it, he had the gas tank replaced. To increase the car's reliability, Bruce also had the distributor converted to an electronic unit with a kit from Pertronix, which cleverly hides beneath the distributor cap. He also swapped the original 14" Magnums for new 15 inchers from Stockton Wheel, complete with radial redline tires. Drive it? You bet Bruce does. The Runner has made more than one trip to Payson, Arizona, where Bruce and wife Cathy are building their retirement home, and as far away as Tucson for a car show. It's also been to Yuma for Midnight At The Oasis. And Bruce's Road Runner has never skipped a beat during those trips.

Yep, Bruce is a Mopar guy who knows what he likes. And Bruce likes his Road Runner.



Resplendent in QQ1 Electric Blue Poly paint code with a white vinyl top and two-tone blue vinyl interior, Bruce Jamieson's Road Runner is one handsome Bird. And the chrome Magnums and redlines don't hurt. Adding to the car's provenance, Bruce has the original Owner's Manual, Warranty Book, CertiCard, and redline spare tire. That 383 4-barrel Road Runner engine puts out 335 horsepower. Bruce builds model airplanes for relaxation. He built this one 20 years ago. It's made of paper!

Upcoming Events

- **14th Fall Classic** Sun Sept 16, 9a-3p, Not being held at Seaport Village changed to: Tidelands Park at the foot of the Coronado Bridge in Coranado,$15 pre 9/7, $20 gate 619/390-1324
- **1st Red Bull Air Races, San Diego** qualifying Fri Sept 21, races Sat Sept 22 www.redbullairrace.com
- **17th Harbor Days Car Show** Sat Sept 22, 8-2p Bayside Park @ J St Marina, C.V. 619/426-1882
- **Mopar Club Photo** Sat Sept 29 Qualcomm Stadium trolley stop, 5pm Bring your ride out for the photo to be taken by Robert Genat! call Bob 858/292-5344
- **Race At The Base** Oct 6-7, North Island NAS, judged car show both days, $40 1 day, $50 both pre-9/24, $5/$55 after 619/858-1545
- **8th Cruise In** Sat Oct 13, 8a-2p, Sonrise Church, Santee, required free registration kencrcsd@aol.com or 858/676-3325
- **1st El Cap Car Show** Sun Oct 21 9-2pm El Cap H.S. 10410 Ashwood, Lakeside, $15/entry benefits girls soccer team
- **Monday Nite Car Club** 6:30p Tuesdays VFW Hall 12650 Lindo Lane, Lakeside www.mncc.cc
- **East County Cruisers** 6:30p Tuesdays, Tyler's taste of Texas BBQ 576 N. 2nd St, El Cajon
- **Fallbrook Rods & Relics** 7-9p, Sat. Sunrize Cafe, State Rt 76 @ Mission Rd. Bonsall

Cruises:

- **Clairemont Cruisers** 5-8p 4th Sat Woodies Chili Dogs Clairemont Town Square
- **Santee Lakes** every Fri. 4-8p, $2 for entry
- **Crusin' Italian Style**, Pernicano's, 1588 E. Main, El Cajon, ea. Thur nite 619/338-5225
- **Chicken Pie Diner**, 14727 Pomerado Rd., Poway, ea. Wed, 6-9p
- **The Malt Shop** every Friday, 6p, 3615 Midway Dr.
- **Home Town Buffe**t 1st Sat each month 9am, Main St. El Cajon, host King Pins
- **Dalton's Roadhouse** 1st Sunday each month 12-4p 775 Center Dr. San Marcos
- **Cruise Nite Ramona** 5-7p Sun, Denny's State Rt 76 @ Main St. 760/789-0513
- **Boll Weevil/Chief Auto Parts** 6-8p last Tues of month, 169 Rancho Santa Fe Rd, San Marcos
- **Fred's Old Fashioned Burgers** 1st, 3rd & 5th Sat ea. month, 2754 Alpine Blvd, 5p
- **Coco's Restaurant** 11a-3p 3rd Sun 16759 Bernardo Center Drive, R'cho Bernardo
- **Casa De Oro Cafe** 5p 2nd & 4th Sat, 9809 Campo Rd, Spring Valley

Classifieds

As a tangible benefit to being a member of The Mopar Club, you get free ads. Give Bob a fax 858/292-5344 or better e-mail dgough1@san.rr.com

For Sale: 1964 Plymouth Savoy. 472 crate Hemi super stock recreation, pump gas. Beautiful,strong arrow straight car, red/red. $53k OBO Joe (619) 417-4270

For Sale: A complete 273 cubic inch engine and Torqueflite transmission from a '65 Dodge Coronet. 70,000 easy miles and runs beautifully. It is complete from air cleaner to oil pan and includes starter, exhaust manifolds, distributor, alternator, pulleys and fan adj. rocker arms. $300 for the entire package. Call Robert Genat at 760-633-4878

For Sale: NOS "Cycle Bond" brand brake shoes from gas station. Part #'s 1002*, 1007, 1056*, 1058, 1060, 1063, 1066*, 1071, 1072, 1218*, 1219*, 1220*. $10/box. Call Bonnie 760/751-0129 *2 boxes

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