The Newsletter Of The Mopar Club/San Diego

PentaGram

www.moparclubsandiego.org

JAN 2007

Sometimes you just gotta wonder how a new year will pan out. I don't know about you, but I left a lot of meat on that bone that was last year. '06 came and went with my good intention of adding a garage space with a lift, undone. The aggravating thing about that is it's the first step in re-assembling my Dart GTS, a restoration project that I started over a year and a half ago. So, my unfulfilled good intentions have now piled up over a span of a couple of years. This is starting to appear to be a troublesome pattern. Maybe it's a character flaw. Lord knows, I have enough of those, so one more added to that deep list ain't no big thing.

But those good intentions of last year were kind of de-prioritized by unexpected events. Like when I was at Mopars At The Strip and the Keisler Engineering guys were there with a display of their 5-speed manual shift transmission conversion kit. I was lured like a moth to a flame. There on their table was the Tremec 5-speed and shifter. I knew I shouldn't have, but I grabbed the handle, and snick-snick-snick, ran through the shift pattern. Nice. Very nice. Just what I've always wanted to install into my Cuda since I saw the ads for these kits a couple of years earlier. The rep came over to chat. "We're offering a show discount on these kits. And they work great in Mopars. We sell a lot of 'em to GM guys, but the Mopar guys really love 'em. It'll take only a weekend to bolt into your car. And did I mention the substantial show discount if you buy it today?"

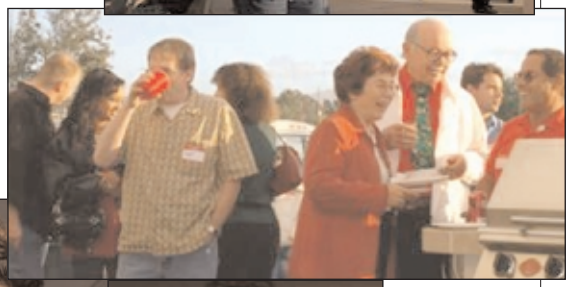
Well, he got two out of three, anyway. I've talked with Mopar owners who've made the conversion and they all love it. And he did mention the show discount. But that stuff about a weekend bolt-in was a little off the mark. I was ably served by Jack Hinton who expertly modified my Barracuda's cross member and floor to accept the new transmission. It took a week and a half, Jack's lift, plasma cutter, and his welder. The rest, however, pretty much bolted in, if you don't include the considerable modifications to the hydraulic clutch assembly and pedal set.

And driving the car has ratcheted up the fun I have in the Cuda several notches. The twisty back roads are where the new tranny comes into its own. As for the drag strip, well, let's say I have new found respect for the likes of accomplished 4-speed guys like the late Ronnie Sox and Clubmember Steve Williams. It takes a lot of time to learn.

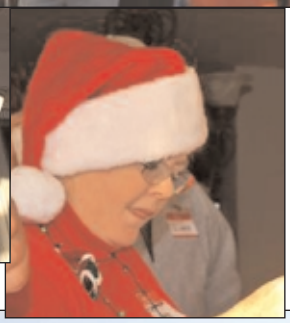
That said, I can hardly wait to see what new unexpected event postpones my plans for '07. -Bob Gough, Y'r 'umble Ed'tr /Prez

End of year events!!!

Sun Dec 10 Mopar Club Xmas Party Cold temperatures and the threat of showers didn't dampen the enthusiasm shown this year by Club members for our annual feast, graciously hosted at the home of Kay and Jim Signorelli. In fact, a new unofficial attendance record was set, with somewhere around 95 members in attendance. The Club provided Honey-Baked Ham, actually 3, and members provided everything else. If you left hungry, it was no one's fault but your own. About 25 gifts from the Club were handed out by raffle ticket, but the real excitement was the Dirty Santa Gift Exchange. And Tom Ferreira hit the lucky ticket for the 50/50. He promptly handed the cash over to wife, Terry. The Ranchita Signorelli served the big gathering well, with the outdoor firepit and huge patio, plus big screen tv's to watch the Chargers beat the Seahawks. Thanks Kay and Jim!



Jackie Nichols photos



Above: the outdoor patio was where most gathered, like hungry Dave Nichols, far left, and Kay Signorelli, left, and others, below.

Catchin' Up: At the October meeting, winners of the **Mopar Club Model Car Contest** were selected: Brendon Signorelli, 5-10 yrs old; Kyle Carpentier, 10-15 yrs; and 3rd Place to Mike Mattern, 2nd to Aaron Bourdage and 1st to Bill Baugh in the over 18 category. The March '07 issue of ***Mopar Muscle*** scooped the *PentaGram* with a feature story on the '66 Satellite owned/built by Clubmember Larry DeWees. And at the **El Cajon December Parade of Lights**, Clubmember Steve Carter took the trophy for Santa's Supercharged Sleigh. At the final **RaceLegal** 1/8th mile drags event of '06, Clubmember Bill "Hemi Boy" Baugh smoked the bracket field with his Hemi RumbleBee, taking Top Eliminator. Old age, treachery and new Hemis rule!

Lots of food!

Profile

pro dream

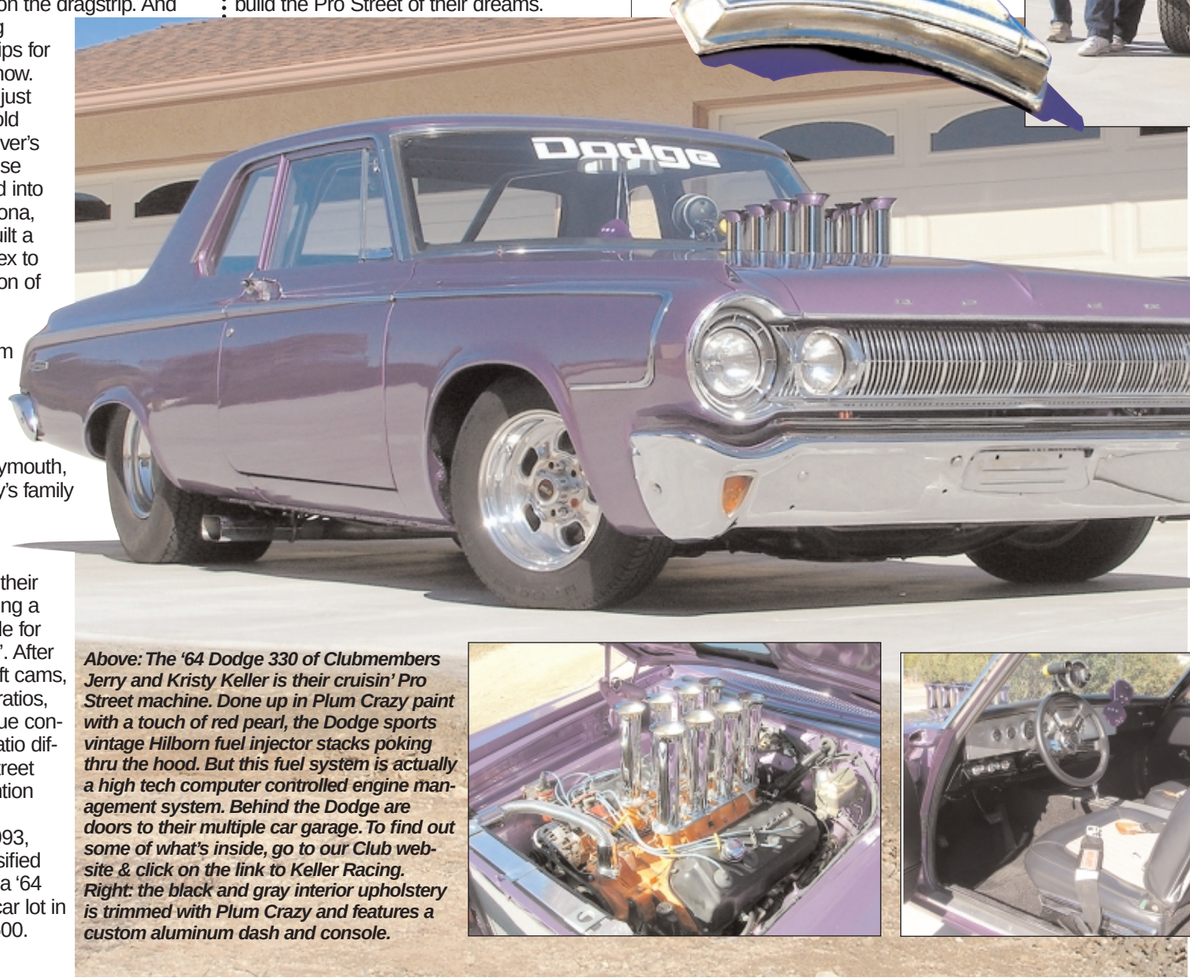
Clubmembers Jerry and Kristy Keller know all about goin' fast on the dragstrip. And they've been racing Dodges on dragstrips for quite a few years, now. Jerry's been doing just that since he was old enough to get a driver's license, in fact. These days, they're settled into their home in Ramona, where Jerry has built a new garage complex to house their collection of nine cars, seven of which are vintage. The big Dodge Ram truck camps outside. All but one is built to go fast, and that one is the '47 Woody, the sole Plymouth, that's been in Kristy's family since it was new.

It occurred to Jerry and Kristy a few years ago that their collection was lacking a car that was suitable for cruisin' and showin'. After all, cars with high lift cams, 12:1 compression ratios, and 4500 stall torque converters, and 4.56 ratio differentials are not street friendly. Not to mention open headers.

Well, back in 1993, Kristy found a classified ad in the paper for a '64 Dodge on a used car lot in Chula Vista for $1600. Jerry didn't think it could be anything but a four-door, but Kristy convinced him that they should drive down and take a look. Turns out it was a two-door sedan built to 330 trim in red paint. Jerry found minor rust in the usual places, namely the cowl and spare tire well, and told Kristy that this was the perfect car for building into the Pro Street cruiser that he envisioned a few years earlier. Kristy said, 'Well then, let's buy it." Jerry slapped a down payment into the hand of the dealer, went to the bank to get the balance, and drove the car home. The funny thing is, Jerry expected the car to be a non-runner, and he planned to have to come back for it with a trailer. But the venerable 318 Polyspheric V-8 and 3--speed on the tree tranny worked just fine, getting the Dodge to their garage. There it remained for the next twelve years while Jerry and Kristy acquired the parts to build the Pro Street of their dreams.

First on the list of items to be acquired was a 426 Hemi V-8. Jerry found a good deal on rebuilt Hemi that came out of a '70 Cuda. It, too, was advertised in the classifieds, only this time the seller was in Los Angeles. At about that time, Kristy found a set of vintage Hilborn injectors, stacks, and an intake manifold at the Big 3 Swap Meet. When Jerry told his engine builder, Larry Holt of Speed Specialties of his plan to build a Hilborn injected Hemi for the street, Larry advised him against it, as the mechanical fuel injection was intended for full-throttle racing only. The way to go, advised Larry, was an electronic fuel injection system that could be tuned for the street. But Kristy was looking for the iconographic big-stacks-thru-the-hood look of the Hilborn system. After a lot of research, Jerry found that BDS, Blower Drive Service, the makers of nitro engine injectors and blower parts, could provide just what Jerry needed.The Hilborn system was delivered to BDS and they installed into the vintage injector bodies modern throttle plates, injectors, and fuel distribution lines similar to those on a fuel funny car. In the package came the electronic brain and wire harness.

Above & right: serious rear tires, twin batteries, fuel cell, wheelie bars and a chute for the Pro Street look built by Jerry & Kristy, right.



Above: The '64 Dodge 330 of Clubmembers Jerry and Kristy Keller is their cruisin' Pro Street machine. Done up in Plum Crazy paint with a touch of red pearl, the Dodge sports vintage Hilborn fuel injector stacks poking thru the hood. But this fuel system is actually a high tech computer controlled engine management system. Behind the Dodge are doors to their multiple car garage. To find out some of what's inside, go to our Club website & click on the link to Keller Racing. Right: the black and gray interior upholstery is trimmed with Plum Crazy and features a custom aluminum dash and console.

While that was being done, Jerry dismantled the Dodge and delivered the car devoid of trim and interior to Dalton and Son in El Cajon for paint and body work. Jerry and Kristy decided that a custom version of Mopar Plum Crazy was just the ticket, with a little red pearl added, and the shop shot the paint.

Getting the freshly painted car home, Jerry dropped the engine into place in the new Hemi K-frame, and delivered the Dodge to BDS to mate the custom fuel system to the Hemi. It turned out that tuning the new system took a significant period of time, but was eventually achieved. Jerry then got to work on the suspension. Up front, disk brakes from a '70 Challenger were bolted into place along with all new bushings and ball joints. But out back, the Dodge needed a little more effort to deliver the Pro Street look. So, Jerry had tubs fabricated and installed a 4-link rear suspension with coil-over shocks supporting an 8.75" differential. Big 12" wide Weld wheels and 15" diameter Mickey Thompson Sportsman tires in a 17" width meet the asphalt at the rear. Definitely the Pro Street look. A 727 TorqueFlite was rebuilt and mildly beefed up with a 2500 rpm stall torque converter. For support, Jerry fabricated a custom transmission mount. The custom headers and 3" diameter exhaust was installed by Smitty's Exhaust, and include Flowmaster mufflers and polished tips that exit in front of the rear wheels.

As for the interior, Jerry wanted a special look, with twin buckets up front to replace the original bench. The new roll cage presented Jerry with a challenge for rear seat access, but careful layout resulted in a usable rear seat. Jerry had custom vinyl and inserts made up so the rear bench resembles two buckets. New carpet, headliner, and custom door panels were made, and Jerry fabricated a custom milled aluminum instrument cluster and a matching console top. The upholstery is black vinyl with gray/lavender fabric inserts trimmed with a single purple piping. Additional carbon fiber faced gauges from Autometer were installed.

As the car came together, Jerry was not happy with the height of the 12" tall Hilborn injector stacks protruding through the hood. So, he went up to their plant in Los Angeles and found that the tooling still existed. The folks at Hilborn made up a set to Jerry's 14" tall spec, gratis, because they thought the car was so cool.

After setting up the parameters of the engine management's computer, Jerry and Kristy have just recently put the car on the road, and are anxious to finally make the cruise and car show scene in a streetable car.

And no, it's not the fastest car in their stable. It just looks like the fastest.

Upcoming Events

- **20th Burger Run** Sat Jan 13, 8a-1p 4 Pepper Tree Frosty, 270 S. Santa Fe Dr, Vista, $10 pre/$15 show 760/744-3340
- **3rd La Jolla Motor Car Classic** Sun Jan 14 11-3p 1100 Coast Blvd.on the lawn, 619/233-5008 www.lajollabythesea,com
- **1/4 Mile Drags @ CA Speedway, Fontana** Sat Jan 13, 6a-?, $10/$20 Racer, 909/429-5060
- **RaceLegal 1/8 Mile Drags** At the Q, 6p-12, Fridays Jan 19, Feb 2, Feb 16, www.racelegal.com
- **Auto Waste Recycling** Sat Jan 20, 9-1p Balboa Park @Park Blvd & Presidents' Way, Free disposal of oil, filters, batteries & antifreeze 858/694-7000
- **41st Big 3 Swap Meet** Feb 23-25 @ The Q
- **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 760/723-4020
- **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 Buffet** 1st Sat each month 9am, Main St. El Cajon, host King Pins
- **Dalton's Roadhouse** 1st Sunday each month Noon-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, Alpine, 5p, food/ cash
- **Clairemont Cruisers** 4th Sat 5-p, Woody's Hot Dogs in Cl'mont Town Square
- **Monday Nite Car Club** Tues 6:30p, VFW Hall 12650 Lindo Lane, Lakeside
- **East County Cruisers,** Tues 6:30p, Tylers Texas BBQ 576 N. 2nd St, El Cajon
- **Coco's Restaurant** 11a-3p 3rd Sun 16759 Bernardo Center Drive, Rancho 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: '03 Dodge Grand Caravan Sport 55kmi., $15,900.00 3.8 L. V6, white/gray exc. condition, always garaged/factory maintained,100k trans. factory ext. warranty, new Michelin tires, brakes/rotors,16" alloys,Touring Suspension, power sliding door/gate, roof rack, bra, cargo tray, Marc @ 760-902-4800

For Sale: 2002 Haulmark enclosed car trailer with living quarters, A/C & generator, driven less than 5,000 miles. 36' with gooseneck $21,000.00. Tony 619/263-8332

For Sale: "Nostalgia style" Cheater Slicks by Mickey Thompson 7.75-15 Pie Crust pattern wide whitewalls 7" footprint, 27" tall, street legal, less than 1,000 miles on tires $500.00 new. will sell for $350.00 Tony 619/263-8332

For Sale: '06 Dodge Magnum SRT8, 13k miles, $39,950.00, pristine condition, always garaged/detailed monthly, SRT option group 1 & 111, Sirius radio, GPS, side air bag, power sun roof, Mods: (excess of $5k) KW adjustable coil & shocks, Flowmasters, GS Motorsports fan mod & ESP mngt., 180 thermostat, Mopar cold air intake, SRT 8 floor mats, clear bra, tinted front glass, '07 slotted rotors dustless C-TEK brake pads, Marc @ 760-902-4800

Steve Williams
Mobile Welding
Roll Bars Frame Connectors
Spring Relocating
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619/988-0778
E-mail: aws1@cox.net

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