

This month's rant is to warn you of a looming threat of biblical proportion that threatens our very culture as a nation. I am speaking, as I'm sure you've figured out, of Christmas lights. Well, specifically, those as turned out by nine year old factory workers in the People's Republic of China.

This year, as in the several years past, I festooned our 'umble abode with the obligatory display of lights. Hey, if you've got grandkids, ya gotta do it. Anyway, these strings of lights are of the LED variety, and I've had 'em around for three Xmas's now. The past two years, they've served us well, not exactly the talk of the block, mind you, but all five strands have worked. This year as in years past, before hanging them by the rafters with care, I plugged them in to see that all was well. They were. All bulbs doing what electric lights do. So, I went about and got 'em hung. Plugged 'em in. You guessed it, two of the five strings were dark. So, I fiddled with the bulbs, must be at least two hundred, for an hour or so. No joy.

Then there's the Christmas tree. It's a brand new artificial that's actually got strings of lights pre-hung in the fold-down branches. I figure this year the tree's a cinch to decorate: just fold down the branches like an umbrella and plug 'er in. But no. The nine year old Chinese Xmas tree factory workers wired in the same snafu as the outside lights: there were two sections that did not light. These I fiddled with for a couple of hours. Swapping bulbs. Tweaking the little copper wire contacts. Hurling unseasonable language at it. Nothing worked. So, the Grinch didn't exactly steal Christmas from the Gough household. But the Chinese child factory workers sure made it dimmer for the children at our house.

So, as this is an automotive oriented newsletter, specifically Mopars, I caution you this new year to source your parts from counties other than China. Especially if those parts contain electric bulbs. And since Thomas Edison invented it back in 1880, you'd think its secrets would be well known, even by Chinese kids.

And those Chicom aircraft carriers coming online to threaten our shores? If there made by the same kids, we got nothin' to worry about. —Bob

—Bob Gough, Y'r 'umble Ed'tr

The Newsletter of the Mopar Club/San Diego

PentaGram

www.moparclubsandiego.org

JAN 2012

Winter fun!!!

Annual Mopar Club Xmas

Party Santa once again dropped off a lot of presents for all the good little boys and girls in the Mopar Club. And the Evil Santa Gift Exchange was also, as usual, a big hit. And we were fortunate once again that the stealing of gifts didn't result in anyone *getting* hit. Then, there was the food. An embarrassment of a feast. It was all consumed, too, so ya gotta figure that the Club now collectively weighs 3 or 400 pounds more than it did before the party. And, as usual, thanks to Jim and Kay Signorelli for opening their home to us.



Right: Terry Ferreria likes her bracelet and Kurt Brown's happy with his model. Gary Shadoan and Aaron Bourdage must've been good boys, too.



Cars and Coffee on the Mesa at JBA Racing, Sun Jan 8

This cruise, always the second Sunday of the month, was attended by Tom Ferreira in his Valiant, Rick Bobick in his Coronet, Tom Zarkowski in his convertible Cuda, and Bill "Two Tachs" Baugh in his '67 drop top 428 Grand Prix, sporting its new stroker powerplant. It must be said that Bill, formerly



known as HemiBoy, did a nice job with the engine. He also replaced the white top and black seatcov-

ers and carpets. And the original 8-bolt 14" rims that were replaced by new 15" diameter rims on the 8-bolt aluminum centers look terrific. At the **San Diego Auto Museum**, you can see the **Car Club Council Car of the Month**, which is none other than the '64 Fuel Injected Hemi Pro Street Dodge of Jerry and Kristy Keller. Also on display are 17 Volkswagens, cringing in fear.



something old, something new...

... something Plum Crazy. Clubmember Rick Bobick has had a thing for cars ever since his voice changed. His first car was a '49 Ford coupe that he acquired when he was just seventeen, back in New Jersey. He tore it down and made it into a hot rod, but soon the need to get on with what some say is a more important thing in life, one's career, reduced his available time to wrench on that Ford, so he sold it. But he got the lust for a car again and in 1980 Rick acquired a newer Blue Oval product, a '57 Lincoln Premier. He figured that a set of nuts and bolts almost decade newer would require less time with the wrench and more time for driving. Sadly, that was not the case, and his hot rod Lincoln went the way of his '49 hot rod.

Sooner than he realized, Rick hit retirement age, and decided once again to get back into the car hobby, as he enjoyed walking Cruisin' Grand in Escondido where he lives and checking out the cars. But remembering how

much time an old car required to keep it on the road, Rick decided to look for something that was newer.

Back in June of 2011 he found, a car for sale on the internet that as a teenager he remembered from the car magazines as being legendary on the drag strip: a 1965 Dodge Coronet 440. The photos showed a striking paint job in Plum Crazy to offset the black vinyl roof and custom interior, and the car was sporting a polished set of aluminum wheels. All



Rick Bobick's Coronet is a '65 440 hardtop model. It's been treated to a 5.7 liter Hemi powerplant from an '04 Dakota, and a Plum Crazy paint job. Those custom polished aluminum rims sport 225/50x17 Nitto's up front and 255/50x17's at the rear.



Right: the dash is equipped with L.E.D. readouts and a faux burl finish. Far right: custom black seats, billet tilt wheel and shifter.

that appealed to Rick just fine, but what really interested him was the modern 5.7 liter Hemi engine. Rick associated this powerful upgrade with reliability and with that came more time to drive rather than wrench. Rick contacted car's second owner, an Arizona resident. The story was the car's original owner parked it under a tarp for almost thirty years after the

new car shine wore off. Turns out, he was something of a master tinkerer, into building everything from boats to airplanes, so he took the tarp off



his Coronet and got to work on what turned out to be a 3 year project to modernize the car. After dropping the Hemi between the fenders, he installed a monster sound system with amps and speakers in the trunk which he carefully lined with molded carpeting. Inside, the dash was treated to new digital instruments with L.E.D. read-outs. These new instruments appear in the same location and in the same size as the original fuel, ammeter, oil pressure and temperature gauges. He then updated the dash cluster with a high gloss, faux burl wood finish. A Jensen DVD/CD player was placed into the custom console, and a billet gear shift selector and tilt steering wheel complete the look. The braking system was upgraded also, with front disk brakes donated from a Duster. The rear differential is Mopar's bullet proof 8-3/4".

Rick took delivery of the Coronet on the first Tuesday in July, and on that Friday, he attended the Cruisin' Grand to show his new acquisition.

The car was awarded a trophy that night and Rick's been collecting them ever since, most recently at Carl Burger's Open House where he took Best Domestic.

The Coronet was set up for an air conditioning system with under dash vents, but the original owner never got around to installing

the compressor, et al, under the hood. Rick figures that he will get around to completing that, soon, so that he can be as cool as the

car looks.

In the meantime, Rick's enjoying his driving time with his new, er, old, Coronet.

His wrenches can wait.

Above: Rick has been keeping his hands clean and driving his new Dodge.

Left: The custom console is fitted with a Jensen DVD/CD player that fires tunes through the trunk mounted amp and speakers in the cabin and the trunk.



Upcoming Events

Next Club meeting will be at Casa Machado, 7pm Wed Feb 8

For events: www.goodoleboyssandiego.com

•RaceLegal at The Q, Jan 20, Feb 3, Mar 23 drags & concerts, \$30/race, \$8/watch

•Barona Drags Sat Jan 27-29, Feb 11-12 www.baronadrags.com

•SD Auto Museum The Fuel Injected '64 Hemi Dodge of Jerry and Kristi Keller is on display as the Car Club Council Car Of The Month, terrorizing 17 VW's also on display thru Jan 29, www.sddautomuseum.org

•25th Pepper Tree Frosty Burger Run, Sat Jan 14, 270 S. Santa Fe Ave, Vista, 6a-1p, \$10 pre i/9, \$15 @ gate 760-744-3340, rain date Jan 21

•VARA Driving School, Jan 14-15, Button-willow Raceway near Bakersfield, \$350 inc classrm, skid pad, track time, instructor ride-alongs, streetcars ok, 800/280-8272, www.vararacing.com

•Auto Products Recycling Event, Sat Jan 21, 9a-1p, 5571 Kearny Villa Rd, SD, oil, coolant, batteries, info 858/694-7000

•Cable Airport Vintage Plane & Car Cruise In Sat Jan 21, 13th and Benson, Upland

•Grand National Roadster Show, Pomona, Jan 27-29, <http://www.rodshows.com>

•9th Rotary/CARE Car Show, Sat Feb 4 San Juan Capistrano, \$30 pre reg, limited space, www.SJCrotary.org.carshow

•Nuts 4 Muscle Cars, Sun Feb 12, 7a-1p, Girard b'tween Prospect & Siverado, \$25 by 1/31, \$35 after, 619/980-4586

•Cruisin' Grand Fund Raiser Sun Feb 19, 8am, \$20 by 2/12

•Big 3 Swap Meet, Feb 11-12, Qualcomm Stadium, the Club has a space once again

•Midnite @ The Oasis Mar 2-4, if you don't have tickets, don't plan on entering a car

•Temecula Rod Run, Mar 9-10, 951/44-5763 www.rodruntemecula.com

•Orphan Cars Show Sun Mar 11, 7a-1p, Girard b'tween Prospect & Siverado, \$25 by 1/31, \$35 after, 619/980-4586

•Phi Theta Kappa Car Show, Southwestern College, Chula Vista, 3/24, 9a, 619/274-7101

•Cars & Coffee on the Mesa, 2nd ea month, JBA Auto Center 5675 Kearny Villa Rd, www.jbaracing.com

•Jack's La Jolla Classic Cruise, every Sun 7am, 7300 Girard Ave

•East County Cruisers 6:30p Tuesdays, Tyler's Taste of Texas 576 N. 2nd, El Cajon

•Ramona Cruise, Sun 4p-8, on Main St in Albertson's pkg lot

•Cruisin' Italian Style, Pernicano's, 1588 E. Main, El Cajon, ea. Thur nite

•The Classic Malt Shop every Friday, 5p, 3615 Midway Dr.

•Home Town Buffet 1st Sat each month 9am, 2nd/4th Tues 5:30pm, Main St, E.C.

•Dalton's Roadhouse sadly, the restaurant has closed its doors due to the economy

•Good Ole Boys Breakfast 10am 2nd & 4th Wed, Denny's 2642 Jamacha

•Coco's Restaurant 11a-3p, 3rd Sun 16759 Bernardo Center Dr, R'cho B'rdo

•Ruby's Diner Carlsbad Company Stores 7- 9:30am last Sat 5620 Paseo Del Norte

•Bonita Donuts, Bonita, Sat 8am, 4414 Bonita Rd. Vons Shop'g Cntr

•Fred's Old Fashioned Burgers Alpine, 1st, 3rd, 5th Sat, 5pm



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 bobgough@san.rr.com

Wanted: '70 Cuda project car, call John Signorelli 858/484-2421

For Sale: '74 Dodge Charger, '73 Hi Po 360, Edelbrock heads, TCI TorqueFlite, tti headers, electric cutouts, 8.75" diff, Petty Blue paint, \$16,500 obo, call Dave 619/861-3222

For Sale: Mopar parts, call Tom Ziarkowski, 858/565-7824, email uncltz@aol.com

For Sale: '08 Viper, metallic blue w/o stripes, 6k mi, 2-tone custom interior, \$6000 chrome wheels, \$4000 s/s engine and body add on's including the blue LED's in the engine comp. Asking price \$67,000, Bruce Browne, 619/477-1893, Cell 619/944- 6755

For Sale: Like new/never abused wheels and tires off 2009 Challenger R/T (13k miles; no TPMS sensors), great upgrade for modern Challenger SE or Charger with 17-inch wheels: \$800 set/OBO. Also, original '09 R/T shocks and springs: \$150/OBO. Jeff Walker: jc.walker16@gmail.com.

Trade: I need to get rid of my Lil Red Express and pick up a Dodge Ram of equal value in nice shape/low miles that you might want to trade.
Steve Berroth (310) 864-4342

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The Mopar Club expresses its thanks to the following businesses who support The Mopar Club. Keep them in mind the next time you need parts or service.

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