

Boy, oh boy, I love my '65 A-100 truck. I bought it a few years ago because I went to the San Diego International Car Show at the downtown convention center, where they were showing off all the brand new cars and trucks. You know, juicing the skids to get folks into the showrooms to buy a new set of wheels. No, it was not the 1965 show. It was 2000, and I didn't like much of what I saw. But I did like what I saw in the parking lot of the Q, where I'd parked my Dart to ride the trolley down to the show. There was a used car tent sale going on, which didn't interest me much, either. But parked in a slot just outside the entry to the tent sale was this A-100, and it had a For Sale sign in the windshield. I'd been looking for one for about three years and had about given up. I bought it on the spot.

Well, with a new engine, a 340 rebuild out of a totaled '71 340/4speed Demon, to replace the original 273 V-8, new cooling system, brakes, etc., etc., the truck's been running pretty good. It's a crowd pleaser where ever I go, and it worked real hard and reliably hauling material during my new garage addition project.

But that's all changed. I now hate my A-100. Forty-six years after it was built, and after suffering the ham-fisted skill of it's previous owner(s), the wiring harnesses have finally seen their end. And their demise has caused me a big headache.

The wiring has become a crinkly, brittle, stiff fossil of what it used to be. A previous owner applied cheap red paint all over the truck and apparently thought that the wires would benefit from the stuff, so now, it's hard to tell the color of what's left of the insulation. For the most part, the harnesses still conduct electrons, it's just that I have no idea where they may go next. The instrument cluster is currently a mess. The gas and temp gauges do not work. The turn signals sometimes work. And sometimes only one works. Sometimes both signals flash when only one is supposed to. But hey! Maybe the truck is evolving hazard flashers!

I think not. What I need to do is re-wire the truck. You'd think Ma Mopar could come up with wires that lasted more than 46 years! My plan is to go wireless. I'll need a wireless LAN router, see, than RF signal receivers to all the gauges, the turn signals, head & tail lights, dash lights...

Nah. Old trucks need old technology. I'll stick with wires.

—Bob Gough, Y'r 'umble Ed'r

—Bob

The Newsletter of the Mopar Club/San Diego

PentaGram

www.moparclubsandiego.org

MAR 2011

The Great Big 3 Flood of '11!!!

Big 3 Swap Meet @ The Q, Feb 25-27

For the first time in over 40 years, this annual event was shut down by the City of San Diego Fire Marshal. No, not because the place was on fire. But

because a heavy rain in combination with poorly

maintained storm water drains, caused the lower southwest parking lot, right where The Mopar Club has space SA6, flooded. Yeah, it was deep. So deep in fact, that Joe Bourdage's truck had water over the hood as he was driving out. But the water was rising fast, and our intrepid

Fire Marshal figured that adult car enthusiast guys didn't have sense enough to get to the high ground of the parking lot by Friar's Road before we all drowned. So, at 7:00 am, no doubt channeling the incompetent Gov Blanco and Mayor Nagin in the New Orleans Katrina disaster, he declared an emergency, commanding everyone that was in, to get out. And everyone that wanted in, to turn around. Well, The Mopar Club intended to have it's BBQ, rain or shine, Fire Marshal, or no. Demonstrating adaptability we regrouped to Clubmember Lee Meyer's shop in El Cajon and swapped lies about how fast we used to be. The time passed quickly & voila! It was time burn some dogs and burgers. A good time was had in spite of the weather and there are a whole lot more Mopar parts to look at in Lee's shop than at all the past Big 3's combined. So, The Big 3 Swap Meet can be added to the collective motto of San Diego's professional sports teams: "Oh well. There's always next year."

North Island Naval Air Station Centennial of Naval Aviation, Sat Feb 13 The Navy organizers needed personnel to run the classic car show component of this historic event, so they called on their Go-To Guy, Bill HemiBoy Baugh, himself. He immediately delegated the various duties to members of The Club, who professionally took registrations, directed the parking and judged the cars. The car show went off without a hitch, of course, and the organizers expressed their appreciation afterwards to HemiBoy, who took all the credit. It was a great day, however, and much thanks go to the dozen or so Club volunteers. Additionally, Dan Harp & Larry and Debbie Johnson displayed their cars.

Mopar Club Cruise Jim Signorelli is planning this event for sat April 2. We'll meet at Casa Machado parking lot at 9am and go somewhere (?) from there. Plan on 100 miles, so fill up beforehand. Club BBQ at Casa Signorelli afterwards!



BBQ @ Lee's shop

two 'Birds in the hand...

About ten years ago or so, Clubmember Terry Ulmer had just purchased a '69 Plymouth Road Runner. It was in pretty good shape, but while walking the Veteran's Stadium Swap Meet in Long Beach, he came across a primed E-Body 'Cuda that was for sale. Terry liked what he saw and offered to swap his RR for the "Cuda. The deal was made and that 'Cuda became an orange addition to his current collection of a dozen or so cars at his Mopar Ranch in Alpine.

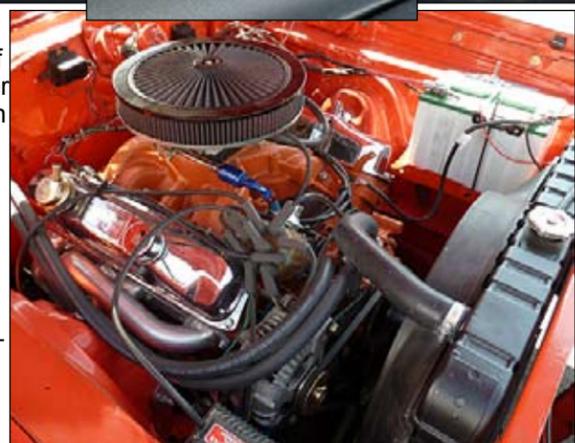
But last year, Terry started thinking that his collection would not be complete without an iconic Road Runner. A lengthy internet search turned up several candidates, but by far the best buy was this Plum Crazy '70 Road Runner RM23 hardtop. It featured a 426 Hemi and a four speed, and had a white interior. No, the car wasn't an original Hemi car. But it was originally factory built with Plum Crazy paint and a 4-speed. The seller told Terry that the original 383 block was long gone, but was replaced with a date-correct 1970 Hemi block. A restoration on the car was nearly completed by the seller, with new paint and seat covers, 15" diameter Rally wheels, but he needed to make room in his Huntington Beach Surf City Car Care Products headquarters,

so the Road Runner and four others had to go from the 42 car collection. That had a lot of appeal to Terry, as the asking price was better than that reasonable. Also, the car was non-vinyl roof, and no power to the brakes or steering, just the way Terry liked 'em. The dual carbs were 650 cfm Carters, the 8-3/4" diff had 3.55 gears, so it was built for the street. Terry was pretty happy, now that he'd scored his High Impact color Road Runner, with a 4-speed and a Hemi to boot.

Or so he thought. Yeah, the '70 was cool, but Terry realized that he was really fond of the lines of his old '69. So, another lengthy internet search turned up this '69 RM 21 sedan. And it was offered at a way-better-than-reasonable price, too, by the Boise, Idaho seller. Originally a 383/4-speed, the car was now sporting a fresh 440/four barrel that dyno'd at over 500 horsepower. It was freshly painted, too, back to its original R4 red. The interior was new, disk brakes were added up front, and the new Crager billet wheels added up to one sharp lookin' ride. Like the '70, this car did not have power brakes or steering, and its 8-3/4" rear had 3.23 gears for a very streetable combination. Since Terry was partial to the post style roof with pop-out rear quarter windows, he decided that he just had



Clubmember Terry's '69 & '70 Road Runners are both bench seat, four speed cars. Both were originally equipped with factory 383's, but the R4 red '69 now has a built 440 under the hood, while the Plum Crazy '70 has a 426 date-correct Hemi.



installed a new factory-style air cleaner to replace the two Pep Boys pieces. On Terry's To Do List, are steering wheels for both cars. And on the



Terry's recently added the correct Hemi air cleaner to the '70 and both will get factory style coils and steering wheels.



to have it. When Terry took possession of his Road Runners, he found that both cars are in need of minor items. On the '70, Terry has just



Upcoming Events

- Next Club meeting will be 7pm Wed., Apr 13 @ Casa Machado. For events: www.goodoleboysandiego.com
- **RaceLegal** at The Q Mar 18, drags & Hi Octane Slide event, \$30/race, \$8/spectator
- **Barona Drags** Mar 12-13, Sat Mar 28 Wicked Stangs v The World, www.baronadrags.com
- **Naval Air Station, El Centro Air & Car Show**, Sat Mar 12, must pre-reg, www.desertcruiserscciv.com
- **Auto Waste Recycling Event** Sat Mar 19, 9a-1p, Mira Mesa HS, 110510 Reagan Rd, used oil & filters, coolant, batteries
- **Temecula Rod Run**, Mar 11-12,, www.rodruntemecula.com
- **Daylight Savings Time** Sun Mar 13
- **53rd Bakersfield March Meet**, Mar 18-20, www.famosoraceway.com
- **Southwest College Car Show**, Sat Mar 19, 9a, 900 Otay Lakes Rd, 619/274-7101
- **27th Truelines Rods Galore**, Sun Mar 20, 8a 210 W. Bradley, El Cajon, 619/258-1800
- **Cars & Coffee On The Mesa** 2nd Sun Mar 20 dawn-10a, JBA's Performance 5675 Kearny Villa Rd, jbaracing.com
- **11th Del Mar Nationals**, Del Mar Fairgrounds, Del Mar, Apr 1-3, 925-838-9876, www.delmarnationals.com
- **Mopar Club Cruise** Sat Apr 2, meet at Casa Machado 9am call for details
- **Mopars At The Strip**, Las Vegas 4/8-10
- **Spring Fling XXV**, Apr 16-17, Woodley Park, Van Nuys, www.cpwclub.com, call Bob for Club caravan info 858/292-5344
- **Motor Cars on Mainstreet** Sun Apr 17 8-3, Isabella @ Orange, Coronado, \$30 prior 4/10, www.coronadomainstreet.com
- **Santee Lakes** 3pm Season Begins April 1st info 619-315-1060 <http://www.MobileEventRadio.com>
- **Cruisin' Grand**, Escondido season begins Fri Apr 1, spiderwaldrn@yahoo.com
- **Cajon Classic Cruise** begins Wed Apr 6 thru Oct 27
- **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** 1st Sunday each month 12-4p 775 Center Dr. San Marcos
- **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

'69, the grille needs to be trimmed out with new paint. Both 'Runners original engines are long gone, undoubtedly blown up in anger years ago in street races. That adds to the legend of these cars. But today, both are runnin', rompin' examples of golden era muscle cars in the manner that Ma Mopar intended. Terry's quest proves the truth in that old saying that one 'Bird in the hand is worth only half as much as two 'Birds in the garage. 

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

For Sale: 1968 Dodge Dart GT hard top, 360 auto, console, needs interior, 8.25 rear, 4-1/2" bolt power disc brakes, new black vinyl top, water pump, recore 4 row radiator, hoses, front end rebuilt in 2003, dark blue Maaco in '03 Dale 858-349-0677

For Sale: Price reduction! 8-3/4 Diff, 741 case, 4:56 gears, S.G., no whine/ howl, asking \$400.00 Also two - 15" x 7" Keystone Klassic wheels. 5 lug on 4-1/2" Excellent condition w/ center caps, washers & open end lugs. Asking \$225.00 pr. Larry 714-553-2971

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