

So, there I was. Broken down. No, not my vintage A-100 pickup or my Barracuda. This time, I was driving my '05 Dodge Neon. But luck was with me, I thought, as I was right in front of Todd Peterson's house. For those that don't know, Todd is a certified Chrysler mechanic, employed, no less, at Carl Burger's Jeep Chrysler Dodge dealership and schooled by the Chrysler Corporation on how to diagnose and repair modern cars.

The problem was my Neon was difficult to start, and wouldn't run above 2000 rpm, which I discovered when I tried to leave from Todd's house. Interesting, as it ran perfectly the fifteen or so miles between my house and his. Anyway, I called Todd out to take a look. He asked what was wrong and if the Check Engine light on the dash had come on. I explained the hard start/poor running issues and yes, the dash light had come on. "Raise the hood", he says. Now we're getting somewhere, I thought. Todd will do a laying on of magic hands, the Neon will rise up from its affliction, and I'll be down the road. Todd does a quick visual. "Everything's still connected as it's supposed to be", he says. "Close the hood". Amazed, I asked "Is it fixed?" I mean, I knew Todd as a pro mechanic was good, but come on. That's all it takes? "Nope", he says, "it's not fixed. You'll have to call a tow truck."

Imagine that! I've been stranded on the road dozens of times in my old Mopars and usually, but, admittedly, not always, got them going again. If it did need a tow, I could generally tell what the problem was. Things like a spun water pump bearing, a fried alternator, or a magnetic pick up have left me stranded, but I've always known why.

But the new technology is different. And I'm talking here about '05 technology, which is no doubt antiquated by today's standards. Nope, the only way to find the problem is to ask the car. You gotta use a computer. They're available for rent or purchase, but I elected to have the Neon dropped at Carl Burger's where Joe Bourdage could work on it. He tells me the cam position sensor went bad. And, the crank sensor should be swapped also, as when one goes, the other's right behind. Even if I did know what a cam sensor is, I wouldn't know where it's located. Or to replace the crank sensor, too. After 85k miles, that's not too bad. If the car was a '67 Cuda, it'd be about 15k miles short of an engine rebuild.

-Bob Gough, Y'r 'umble Ed'r

The Newsletter of the Mopar Club/San Diego

PentaGram

www.moparclubsandiego.org

DEC 2012

End of 2012!!!!

The Mopar Club thanks Carl Burger The local dealership has been a tremendous supporter of our Club for several years and this year stepped up to the Platinum level sponsorship of our All-American Pow Wow. For this, we presented the dealership with this token of our thanks. And speaking of our car show, Prez Larry proposes our next event be held on Sunday April 28 at the Embarcadero Park South, shown at right, near the Convention Center. And speaking of Prez Larry, the Challenger that he and Debbie own was selected to appear at the Paralyzed Veterans' gathering at the **Midway Museum** on Veterans' Day.



Embarcadero Park South



J and Larry



Cliff's Challenger



Jim's Duster



Ben & Ann's Fury



Steve's Express



Dave's Charger



Jerry's Challenger

And at the **Good Guys** show after Thanksgiving, their Challenger was selected for the Best Car on BF Goodrich Tires trophy. They had to beat out a lot of cars for that one. **Ty Woods Memorial Sunday Dec 9** hosted by J Bittle a JBA Speed Shop, Prez Larry presented the foundation for Ty's son a nice check from the Mopar Club, \$150 of which came out of the personal wallets of members. What a club!

Streetmasters Show, Sunday Dec 9 To get their cars into the show, toys were donated from Jerry Keller, Jim Signorelli, Cliff Cunningham, Ben and Ann Giangiulio, Dave Lancaster, Larry and Debbie Johnson and Steve Ramos. Also, HemiBoy was there. In his Grand Prix. Maybe he's better known as GrandPrix Boy?



a Valiant friend

One of the rules of joining the Mopar Club is, you have to own a Mopar. And the car that got me into the Club was owned by my daughter, Liza, then fifteen years old. It was in 1988, and she had amassed the tidy fortune of 1500 bucks and was anxious to buy her first car with it. We looked high and low. Not much could be had back then for that kind of money. After a month of looking, we came across this '65 Plymouth Valiant 200 convertible. It was a sorry heap. Just looking at it, the car was missing the grille and front valence, running on six of its eight cylinders, torn up upholstery and in need of tires, brakes and paint. Of course, she just had to have it. I tried talking her out of it as I wasn't much of a mechanic back then, and I wasn't interested in hiring any for a career job. Well, like daughters do to their dads, she talked me into it. And the first thing I did was look up and join the San Diego Mopars, which became today's Mopar Club of San Diego. I figured the club members could provide info on where to get parts and how to repair stuff. I was not wrong.

The second thing I did was I started acquiring tools. The more I found out about the car, the more tools I needed.

Clubmembers told me of Sweetwater Wrecking, the local Mopar only junk yard. I became a regular customer and was known by my first name. I subscribed to the three or so national magazines that the members all read. I befriended as many as I could that knew more than I did about repairing these cars. Of course, that was pretty much the whole membership, then about 35 guys, or so. I attended all the swap meets, from the Big 3 in San Diego to the Spring Fling in Van Nuys.

I soon learned that parts are where ya find 'em, and NAPA doesn't have most of what you need.

It took about three years, but in that time, I replaced the front brakes with disks from a Barracuda, installed a twin reservoir master cylinder, replaced the rear drums and rear bearings, rebuilt the front suspension, did a bunch of re-wiring, found a grille



Lookin' sporty with the top down, this original 1965 273 V-8 2-barrel Valiant 100 was my daughter Liza's first car. And my first experience with a vintage Mopar. Left: the '69 318 V-8 with a 4-barrel Commando intake, valve covers and chrome air cleaner, as optioned for '65.



Left, below: NOS seat-covers were found in the original teal blue colors.



Above: the white top, up. Below: Liza in her college years with her Valiant at a car show. Right: her son, Adam, age 12. Not much younger than when his mom bought the car.



and valence, put new BF Goodenough radial T/A's on 14" Rally wheels. And I found an ad in Hemmings for guy in Canada that had a two sets of NOS seat covers for the '65 Valiant 200 convertible. In the correct colors, according to the fender tag, that by now I could decode. Also, my grandparents had passed away, and among the items to be deposited of was Grandad's '69 Fury I. It had a 318 V-8 mated to a 904 transmission. So, I replaced the original 273 V-8 and transmission with the newer driveline. I acquired the parts necessary to make it into a 4-barrel Commando look alike.

By this time, Liza was a senior in

high school, I decided to spring for a paint job as a graduation present. It went to an independent painter on the recommendation of Club-member

Gary Shadoan, who had his Dart painted by this fellow. Like my dad before me, I decided to go with the original black exterior and aqua blue interior. A new white top from JC Whitney was the crowning touch, in more ways than one. Through college and for the next several years,

the Valiant looked good and ran as well as it looked. But after a time, some snot-nosed punks vandalized the paint and windshield by throwing rocks at it. As life got in the way, as is often the case, the car was garaged for the past eight years. With no garage space in her new condo to store it, Liza's decided to sell the car. I know she's going to miss this Valiant

Heck, I got a feelin' I'm gonna miss it, too. ★

Upcoming Events

- Next meeting @ Casa Machado Jan 9
- RaceLegal at The Q Jan 4, 25, Feb tba drags,\$30/race, \$8/watch, racelegal.com
- Barona Drags Jan 5, 12, 26, Feb 9 www.baronadrags.com
- The Motorhead Misfits, Dec 20 Beef 'n Bun Crew & Car Junkies, 6pm 2477 Fletcher Parkway, El Cajon Info 619-517-2522
- Big Bad Beach Cruiz #9 Dec 22 Meet at Foster Freeze/Pal Joeys, Waring Road San Diego 3pm Departing @ 4pm Cardiff and Del Mar for "Holiday of Lights" Cruiz
- Xmas Day Cruise w/ Dave Stall & Hot Rod Holly meet at KUSI 6a, cruise Hwy 80 to Flynn Springs Inn, donation for Kaylie Michalski's wheelchair van
- Run to the Farmhouse BBQ, Julian, Jan 5 10am 1068 Farmer Road RSVP at a31pkup@yahoo.com
- 26th Pepper Tree Frosty Burger Run Jan 12, 6a, 270 Santa Fe, Vista, \$10 pre 1/3, \$15 760-744-3340
- 5th Jeff's Fun Run, Buena Park, Jan 19 8:30am, 6211 Beach Blvd. Buena Park http://www.jeffsfunrun.com 657-464-3115
- 64th Grand National Roadster Show, Jan 25-27 Pomona http://www.RODSHOWS.com 887-rod-shows ext. 7
- 10th Rotary Care Car Show Feb 2 San Juan Capistrano www.SJCRotary.org/car-show
- Havasus Street Drags, Mar 1-3 Lake Havasu http://www.havasustreetdrags.com
- Bonita Donuts Cruise, 4414 Bonita Rd in Von's shopping Center, 8am every Sat
- Fallbrook Rods & Relics, 7a every Sat, Sunrise Cafe, Hwy 76 @ Mission Rd, Bonsall
- Cars & Coffee on the Mesa, 2nd Sun ea month, NEW! 3rd Sat ea month dawn-noon
- Hot Rod Rummage Sale, bring your old parts to sell, J has 2 spaces/seller, FREE! 5675 Kearny Villa Rd, www.jbaracing.com.
- Jack's La Jolla Classic Cruise, every Sun 7am, 7300 Girard Ave
- In & Out Burger Poway 11am 12890 Gregg Ct. (Kohl's Parking lot) 1st Sat ea month
- 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
- Gearhead Gathering, 1st Sat 10-noon & 3rd Sat 6-8p behind Chevron & Foster's Freeze off Waring Rd, www.sdmustangs.com
- 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.
- 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
- 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

For Sale: '71 Super Bee: 383 Magnum; #'s match, slap stick, buckets, Doug's header; 120,000 miles, great car \$17,500 Steve Spahr 858-822-8881



For Sale: '62 D-100, Scorch Red, needs paint, 10 miles 440 w/ rebuilt 727, 3.23 s.g, \$5500. Many assorted Mopar parts for sale, Ismael Luna 619-517-8391

For Sale: Reduced: Like new/never abused wheels/tires off '09 Challenger R/T (13k miles; no TPMS sensors), great upgrade for modern Challenger SE, Charger, Magnum, etc, w/ 17-inch wheels: \$575 set/OBO. Also, original '09 R/T shocks and springs (13k miles): \$150/ OBO. Jeff Walker: jc.walker16@gmail.com.



For Sale: All are OEM parts from my 1971 Dodge Challenger. Complete A/C Heater box w/blower motor, excellent used condition, no cracks \$300 R/T Hood mint condition w/squitter nozzles, w/o inserts, bottom is hemi orange, top is gray primer. \$475 Front bucket seats, white w/tracks, good condition \$300 saxman318@hotmail.com 619-764-3121 Joe Bailey

For Sale: Wheel Vintique rallye wheels, two 15x7 and two 15x10 with beauty rings and center cones in excellent condition. 650.00 OBO; 2 Goodyear F1 245/45ZR 20 tires off 2010 Challenger R/T with approx. 2k miles. 150.00 firm John 619-730-9174

For Sale: Three pairs of chrome valve covers. Will fit small block Mopar. \$25, \$50, & \$60. Paul at gpropertyts@cox.net



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The Mopar Club/San Diego
PO Box 420076
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