So, there I was, in the 'Cuda, headed home after the Saturday SpeedFestival, feeling pretty good about how the new traffic entry pattern worked out, but mostly how the Club members who volunteered worked the event. Smooth.

As I exited the I-15 freeway, however, and as the exhaust noise decreased, I heard a new sound from under the hood. Lots of clattering. Went up and down with engine revs. But it wasn't a deep sound, like the expensive sounds that come from a spun bearing or dying connecting rod. This was more of a mid-range clattering. But it sounded expensive, just the same, and at idle, it ran rough. Well, the oil pressure looks good, and house is only a couple miles away, on a slow road to get there..

Yeah, I got it home, no worse than when I first heard the racket. But I knew I was too pooped to work on it for Sunday's event. So, I unpacked the folding table, my tool kit, trophies for Sunday, goody bags, etc. and put it all into the Challenger. Later, I picked up oj and donuts. I thought the Cuda swallowed a lot of materiel, but the Challenger took all of it in the trunk.

So, the next week after the SpeedFestival, I took off the valve covers, as I was certain that the noise was caused by A) a broken valve spring; B) a stuck lifter; C) a bent pushrod; D) all of the above. Or, if I got lucky, E), a lock nut on an adjustable rocker came loose.

Well, I was pretty sure the noise was on the passenger side. I inspected the rocker shafts, valve springs and pushrods on both heads and everything seemed ok. Except for the lock nut on the intake rocker for cylinder #2 was loose. I got lucky! OK, says I, it was time to roll the engine and do a valve adjustment. I can't complain, as I installed the Mopar Performance adjustable rockers for the hydraulic cam about ten years ago and haven't had any problems.

But since it's been a while, I forgot how to do this operation. Fortunately, I made a diagram. Amazingly, even after 10 years, I knew where it was. It's easy to do, too, by rolling the engine three times, 180º apart, the lash on all the valves can be set. But since there are sixteen valves, and I do this every ten years or so, I find it necessary to keep my handy-dandy chart, handy But this 1 hour fix took me twice that long, as I had to reacquaint myself with the process. The Cuda has served me well.

But it's great having the Challenger. -Bob Gough, Y'r 'umble Ed'tr

The Newsletter of the Mopar Club/San Diego

PentaGram

www.moparclubsandiego.org

OCT 2014

Good work & fun doin' it!

Club Meeting, Wed Aug can Car Show in the form of $4000 checks each to Homefront San Diego, represented by Mary Ann Tanner, and to USO San Diego, represented by Joan Powell.

Warriors United Car Show Sat Sept 13 Showing their rides at this good cause were five Jim Signorelli, Best Interior, Cliff Cunningham, Dave Russell, Tom Ferreira, and Ben Giangiulio.

Cliff's Challenger

Tom's Valiant

Dave's Cuda

Ben's Cuda

The Leap Frogs bring the flag during the Anthem

Tom B also worked the Midway booth

The Car Show Registration Desk

Coronado Speed Festival, NASNI, Sept 20-21 Volunteers from the Mopar Club who worked the Car Show and Corral were Dave Russell, Elsa Kleinfeldt and George, Eric Reho, Jim Signorelli, Jerry Keller, Bert Luna, Dick Miner, Aaron, Joe and Tom Bourdage, Clayton Garrett, Dick Johnson, Dave Lancaster, Tom Ferreira, LJ Harlin, Debbie and Larry Johnson, Gary Shadoan, Natalie Adams, Jeff and Julie Walker, Nick Dreyfus, Kurt Brown, John Halpin, Ralph Vagnone, Milton and Chavonne Karahadian, and Charlie and Natale Shawl. Your time was noticed and appreciated by Fleet Week. Outstanding work by all!

Mopar Club Cruise, Sun Sept 28 Some 17 cars with a couple dozen members departed Casa Machado for a run east along I-8 and thru Delzura and Julian, stopping at a couple of wineries before ending at the home of Jim and Kay Signorelli for a bbq. Jim, the Club Krusemeister, set up the route, and thank you Jim and Kay for opening up your home for

The Club Cruise at the Rest Stop on I-8

ProFile

sweating the details...

Let's say you have a Gen III Hemi from Dodge in Charger R/T configuration. It sports a 5.7 liter, or 345 c.i., of modern computer-controlled, fuel-injected V-8. It does all right, too, as far as performance goes. Clubmember Ed Andrews owns just such a conveyance, bought new in 2006 with his Chrysler 300M trade in from San Diego's Carl Burger Chrysler Dodge Jeep. But Ed wanted to know if more could be had from this engine without breaking the bank.

Ed's first car was a '63 Dodge Dart. He went through two Slant 6 engines before swapping in a 340 c.i. V-8 to satisfy his need for more performance. So safe to say, Ed understands what could be gained from modifications.

Of course, things have changed from those early carbureted engines. Ed worked as a tester of printed circuit boards, and with the understanding of that sort of thing, Ed knew that today's cars benefit most not from expensive cam, intake and carb changes as did his Dart, but from software upgrades that change the tune of the factory computer. Several manufacturers make these, and Ed chose a Diablo Sport tune programmer, the most expensive of his upgrades. He set it up to run more timing and changed the shift points upward to 6400 rpm in 1st and 2nd, and 6000 into 3rd and 4th. The results were immediate and dramatic. But, like a true hot rodder, Ed wondered if more could be had.

It all started when a friend suggested that maybe more intake air to the throttle body would improve things. Ed thought about that. After a while, he decided to try relocating the intake to a brake duct under the front chin. Yes, an incremental increase in performance was indeed achieved. So Ed thought that maybe a larger air filter would help. He consulted the K&N catalog and ordered a significantly larger filter than the stocker. Of course, Ed had to increase the sizes of the intake tube and the air box. Things seemed to improve slightly, once again.

But Ed wanted proof that these improvements worked, so he purchased a Performance Box from Race Logic. This little goody mounts via suction cups onto the inside of the windshield, plugs into the cigar lighter, and records all kinds of data such as 1/8 and 1/4 mile e.t.'s and trap speed, positive and negative g-forces, top end speed, and a whole lot more. It's all downloaded onto an SD card, like in a digital camera. Accurate? You bet. It's gps based, using twelve satellites.

Now that Ed had improved the quantity of induction air, he then turned his attention to improving the quality. Knowing that hot air is not as good as cold, Ed wrapped reflective aluminum heat shielding around several items, including the air box and induction tube. The Performance Box showed more incremental improvements.

But the proof is in the pudding, so they say, and Ed wanted to see if the top end improved. He drove the Charger to a secluded section of the Arizona desert where a straight, smooth highway was located, and late at night, mashed the loud pedal. On his first run, he was rewarded with a speed higher than the speedometer could register, but his Performance Box showed 1xx mph. This, in spite of the front end lifting and the Charger wandering across both lanes. That's some pudding that Ed has there.

Back home, Ed did some thinking. To attain a higher

Above: Note the extensive use of aluminum heat reflective material here at the enlarged air box, the induction air tube, and at right in the engine bay.

Ho-humm. Just another Charger R/T. Or, is it?

speed and control the steering, the aerodynamics needed improvement was his conclusion. Over several trips to his desert high-speed track, he fabbed an underbelly pan beneath the transmission and added rear suspension deflectors from abs sheet plastic. He also came up with an inexpensive way to keep the front end planted: using threaded rod and large washers through the inner fenders onto the shocks, Ed limited the suspension travel. He also noticed the rear facsia cover was ballooning as it caught air at 160 mph, so he secured it with zip ties.

In it's current inexpensively modified form, Ed's Performance Box has recorded 0-60 in 4.7 seconds, a best 1/4 mile e.t. of 13.2 seconds at 107.8 mph, and a top speed at night in the Arizona desert of 174.8 mph. By doing a little work and being smart about it, Ed's getting a lot of performance improvement.

Except for the grille insert, the Charger appears to be a bone stock four-door sedan. If you see Ed on a lonely Arizona highway some night, be sure to give him a Mopar Club howdy.

Just don't try to outrun him.

Upper left: Ed modified the EGR valve for more flow. The benefits are unknown, but can't hurt. That's Ed, at right

Upcoming Events

Next meeting @ Casa Machado Nov 12 7p

- **RaceLegal** @ The Q, Oct 24, Nov 14
- **Barona Drags** test & tune Renegade Series Oct 18, Nov 1, Nov 15
- **5th Carl Burger Dodge Car Show**, La Mesa, Fri Oct 10, arrive by 3:00 - 3:30 for reserved spot, free food, hot wings, 8pm close. Be there! http://www.carlburger.com
- **6th Car Lovers Show** Sat Oct 11 10-2, 2430 S Escondido Blvd, $30 pre 9-26/$35
- **5th Santee Car Show,** Oct 11, 8a, Trolley Station Town Center, www.santeecarshow.com
- **5th Ave Auto Showcase**, Oct 12, Gas lamp Quarter 11a, www.gaslamp.org/fifth-avenue-auto-showcase contact Larry 760-598-9809
- **Cops & Rodders Fall Pow Wow,** Sun Oct 19, 7am, Embarcadero Park $25 619-405-6319 Let's meet at Star of India at 7:15 am to caravan
- **Pal Joey's**, Sun Oct 26, 8am, $30, 619-980-6699
- **Murietta Rod Run** Oct 17-18, $30, muriettarodrun.com
- **6th Longhorn Car Show** Sat Oct 25, 8-2pm, R'cho Buena Vista HS, 1601 Longhorn Dr, Vista $25/$30 760-525-0006
- **Fall Fling XIX**, Sat Oct 25, Woodley Park, Van Nuys $30, Meet at Camp pendleton Rest Stop 6:15 am for caravan
- **Got oil?** Antifreeze, filters, batteries? Drop them at the City Recycle Event, Sat Nov 15, 9-1pm, 5571 Kearny Villa Road, San Diego, Free!
- **Mopar Club Xmas Party** new date Dec 21
- **Cajon Classic Cruise** Wed 4pm-8pm, ends 10/29
- **Clunkers & Dunkers,** ea. Sat 7a, Bonita Donuts on Bonita Rd
- **Fallbrook Rods & Relics**, 7a every Sat, Sunrise Cafe, Hwy 76 @ Mission, Bonsall
- **Cars & Coffee on the Mesa**, 2nd Sun, 5675 Kearny Villa Rd, www.jbaracing.com.
- **Rods & Woodies on the 101**, Encinitas, 5pm Ends Sept 18
- **Jack's La Jolla Classic Cruise**, every Sun 7am, 7300 Girard Ave
- **Cruisin' The Lakes** Santee 3pm Fridays Ends 10/24
- **In & Out Burger Poway** 11am 12890 Gregg Ct. (Kohl's Parking lot) 1st Sat
- **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 Ends 10/5
- **Gearhead Gathering**, 1st Sat 10-noon & 3rd Sat 6-8p behind Chevron & Foster's Freeze off Waring Rd, .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:'75 Plymouth Duster, $2,600 Solid /6 engine; straight frame; three speed on the floor. Runs good. Needs body work, upholstery, and new dash. Cragar chrome wheels, new motor mounts; new brakes, pads, and cylinders, 81,766 miles. Call Tom at 760.231.6494 or 760.660.3600

For Sale: '71 Charger practically new parts Firm Feel springs, sway bars, Bilstein shocks, Magnum Force upper cntrl arms. 440 Source deep oil pan, many stock parts also Call for details 410-212-1336, email ajohnson04usna@yahoo.com

For Sale: 331 Chrysler Hemi 4 bbl & trans- Greg 760-717-1995

For Sale: 727 Trans for rebuild w/ 10" conv., some gaskets & bands, $175. Extra valve bodies $15 ea Paul 619-840-8580 zij576ca@san.rr.com

For Sale: daily driving Duster, color black, $9,000 transmission re-built by Rapid, less than 61,000 original miles original Build Sheet. Todd Reed, 858-382-2002

For Sale: '70 Road Runner 440/6, air grabber hood, Dana, auto, black, $29,999 obo John Kosich (928) 778-0378

For Sale: '67 440 block. std bore w/ main caps, cleaned & magged. $400.00
'66 to '71 B-Body rear HD leaf springs. Needs shackle bushings. $100.00
11" 727 converter w/ flexplate, needs to be be checked, $75.00 Prices negotiable
Pat at sixpack3@cox.net

For Sale: '66 Plymouth Fury dark blue/blue (5) Redline tires & Magnum 500's, 318 Poly, nice condition, $12,500 obo; Stainless Steel Brakes 4-wheel disk kit for '66 B-Body, new $1500 Rodger 760-724-1960

For Sale: 440 block, .030 over $175 needs repair, rods & TRW pistons, crank, pkg for $400, will separate; 906 heads $300 pr; BB 5 qt. oil pan $75; BB 727 valve body & pan, $100; 11" brake drums & kits $115; '74 E-bod rear axle & shafts w/ backing plates, $300; (3) 741 diff cases 3.23 open $250, 3.55 open $350, 4.56 gears spool $600; 58.5" drivesaft $125; Comp Engr'g adj. drag shocks for B-body $150/4; (2) BFG 245/60x15 $200 Larry 714-553-2971

For Sale: 5 cans of R-12 Freon. Rickjudi3@cox.net 858-395-5656

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