

REVVING UP with Milton

The Newsletter of the Mopar Club / San Diego

PentaGram

www.moparclubsandiego.net

February 2024

By: Milton Karahadian
MCSD President

We buried my mother this week. She was 100 years old.

I grew up in a Christian home with three older siblings. I was young enough that while I grew up, I it felt like I had two families because there were six years between me and my next sibling. Surprise!

As a kid, I had a storied life. But one sibling's story can be a different from another sibling. I never felt like we were lacking anything. We had plenty of food because I'm about a foot taller than everyone else in my family. The only time I realized something was difficult was when I could not buy the PF Flyer tennis shoes that all my friends had. I had a knock-off brand.

My mother did a great job of always making the best out of every situation. I never felt unloved or shamed. I only remember getting spanked once, after I wore my "bought the night before" expensive leather boots through our muddy field on a Saturday morning because I wanted to see if they worked.

My mother graduated from San Francisco State and welded ships for the war-effort, in Alameda, CA. She started working as a third grade teacher before I went to kindergarten, to supplement my father's income as an electrician. She always found the silver lining in every situation.

It would be ignorant of me to believe that everyone reading this article had

Life is What You Make of It

great parents like I did. I know that for many, life has been hard and maybe extremely difficult. The good news is that pain doesn't have to define your life or actions as an adult. If we let it, the result of that pain will come out and hurt others. We can only mask it for so long. I'm sure that is what my mother did, but it seldom came out. She had an extraordinary gift for forgiving others and was able to let any hurt she experienced, go.

There was about a 40-minute drive to the graveyard where we buried my mom next to my dad. On the way, I was very anxious and needed to do some breathing exercises. If I look at her death cognitively, we see someone who had been a vibrant Christian for 80 years; she had only been in the hospital four times, to have her four children. She lived to 100 years old and was singing Christian hymns a day and a half before she died soundly

in her sleep. What is there to be sad about? But as we know, death is a part of life and cannot be averted and there is sadness.

When I arrived at the cemetery and I saw my sisters and brothers, my daughter and son, all that anxiousness went away because we were in a community together. That is what we do as humans. We are social beings, and we need each other. Let's always keep in mind, that as a club, we have had hard days, and we will have more. But as far as it concerns us, let's keep loving each other in life and death. Remember ... its about the people.

Mopars Forever
Milton

P.S. My dad crashed their Chrysler on their honeymoon. As long as I can remember, we never bought a new car. Old hand-me-down relatives' and friends' cars, a 40's Plymouth we hauled our goat in to the vet in the back seat, a '69 Pontiac that had a sticking gas pedal. Volkswagen Bugs we got from the German mechanic across the street, a Chrysler Town and Country station-wagon that had a Hemi we never fixed, a '59 New Yorker that was in an accident with my mother driving and me and my friend in the front seat, a mint '63 New Yorker we sold for \$500 after my dad died. I never heard her complain. Her name is Janice Karahadian.



Milton and his late mother, on her 100th birthday

MOPAR CLUB OF SAN DIEGO

EST. July 1993

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SD Automotive Museum unveiling new and improved research library

Reprinted from KGTVNews.com

By: Ciara Encinas

Jan 16, 2024

SAN DIEGO (KGTV) — The San Diego Automotive Museum at Balboa Park (has opened) its new and improved research library. “For someone who is a car enthusiast to come in here and to see all these amazing books and manuals is just going to be exciting,” said Brandi Wilson, chief operating officer of the San Diego Automotive Museum.

Wilson said the collection inside is one of the biggest in the country, with automotive manuals that likely can’t be found anywhere else. “They’re going to come in here and be looking for that car they had as a child [or] that car they worked on with their parents to supe up to refurbish,” she said.

Some of the books and manuals date back to the late 1800s. One was published in 1870. The revamp was funded by Jim and Jill Berg. “Jim Berg is a car enthusiast. We actually have some of his cars on collection and he found out about the library and wanted to help bring it back to a more modern look,” said Wilson.

As for the next generation, they are seeing more and more kids light up when they enter the museum. “We do want to inspire the next generation and keep it going. Matter of fact one of the next things we are doing for the next generation is our technical academy- teaching children that are not college-bound skills in the automotive industry,” said Wilson.

Typically, admission is \$15.50, but on Tuesdays it is free to residents.

Wanted: Your Favorites for Recommendations List

Have you had a positive experience with a Mopar vendor, car dealer, mechanic or shop? Mopar Club San Diego wants to put together a contact list for members. Bob Martello is coordinating this effort: contact him at moparbobm@cox.net with your recommendations. These will be compiled as “Member Recommendations” and made available to club members when compiled. Positive recommendations only, please. Regular updates will be sought.

Website: moparclubsandiego.net
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Mopar Club of San Diego is a member
of the San Diego Association of Car Clubs



Longtime Family ride is Kristy's Pride

The Prodanovich Plymouth

By Kristy Keller (nee Prodanovich)

Editor's Note: Longtime Mopar Club SD member Kristy Keller (maiden name Prodanovich) says her interest in old cars began at a very young age, as evidenced by the picture of her in a toy car as a toddler (page 4). In the early 80s, as a member of the Walter P. Chrysler Club that met at the San Diego Automotive Museum (and where she later met now-husband Jerry Keller), she wrote the following article about "The Prodanovich Plymouth," a true Woodie, which she still has to this day. It's a fun story, with some modern-day updates at the end. Here is her story, in her words . . .

I was born in 1946, and my Plymouth P-15 Woodie Wagon was born in 1947. My parents purchased this car in 1950 from a rancher in Rexburg, Idaho. They took the train up from California, and drove the car back. The car was in brand-new condition because the lady who owned it had always stored the car in a garage. She had never felt comfortable about driving the car over the area's washboard roads so she had put VERY few miles on the car.

It became our family car...the family: me, an older brother and a younger brother. When my parents would go to parties, they'd use the Plymouth as a babysitter. We kids would sleep in the back of the wagon, and Mom and Dad would come out periodically to check on us.

Both my parents surfed, and my father also was an avid deer hunter. A friend of the family owned a valley near Ramona, and we used to go camping there in the Plymouth. Needless to say, the wagon was full of deer, sand, salt water, fish and gun racks for years!

There were no seatbelts in the car so my Dad bent the bar on the back of the seats outward. He made us three kids

hang on tight to that bar with both hands whenever he was driving. I remember fighting over which of us kids would get to sit on his lap and press the starter button.

It was a lot of work to take care of the wood. We'd sand and re-varnish the car every summer. I remember that the dampness encouraged the growth of a toadstool-like fungus on the car's back left rear panel. We'd slosh turpentine on it to discourage any further growth. We finally had to replace the panel.

In 1954, our family purchased a green 1954 Plymouth metal-bodied wagon to give the Woodie a rest. The Woodie always got to park in the garage! It got in its first wreck when my Dad backed it into a fire hydrant, crunching the right rear fender. My Dad put a Fulton sunvisor on the car, which it still has. He put it on because he only had one good eye (due to a spearfishing accident), and he wanted to cut down on the sun's glare.

We kids began driving the car when we were teenagers. We all surfed, so the car was ALWAYS full of surfboards during the 60s. Our Woodie was just about

the only one around, and everybody else knew whose car it was. We kids would have to be fully responsible for the car whenever we drove it, and it was our job to refinish the wood every summer, without fail. Gas was cheap, and we kids were in heaven!

I got my first driver's license in the Woodie, and I had an accident in the garage while practicing for the driver's test. I was trying to back the car out of the garage, and it went forward instead of backwards. The car lunged into my Dad's cabinets, crushing their doors. I went on to get a nearly perfect score on my driving test...I was only marked down for making the clutch chatter, which was a standard problem with this era of Plymouth.

When I was 18, I got drunk for the first time in my life in the Woodie. We used to take the car to the Frontier Drive-In on Midway near Pt. Loma. We'd park the car with the rear facing the screen because of the visor on the front. We'd pack the rear of the wagon with sleeping bags and blankets and leave the tailgate open. We could get as many as six to eight

Continued on page 4



The Prodanovich Plymouth . . .

Continued from page 3

of us kids piled into the back to watch the movie!

There were lots of camping trips in the Woodie. I remember lots of nights sleeping inside the car, out of the damp night air. We'd hunt deer and rabbits, mostly. I'd sleep between the two bumps in the back. One was the differential housing, which was always HOT after a long drive, and I remember burning myself on the bare metal hump.

One camping trip, we kids were horsing around in the car, and one of us kicked the emergency brake. The wagon rolled down a hill and through a barbed-wire fence. My Mom had to leap over that fence to catch up with the car before she was able to stop it, but there was no real harm done.

I remember camping in that valley overnight and waking up with the windows all frosted. I'd wipe the window clear and see a big brown-eyed cow looking in at me! The Woodie must have looked like a feed truck for the all the beef and dairy cows in the valley

because they would totally surround the car in the mornings.

Since my brother Milo was the oldest, he got to use the car the most. He'd take the car to college every day, as well as on rock-climbing and skiing trips. He skidded on one of these trips, colliding with another car. This completely stoved in the front of the Woodie. It also forced open a gap between

ing to junkyards to find a whole new front end for the car.

Milo, about 19 at the time, decided this was a good time to turn the old Plymouth into a hot rod! He painted it Flame Orange, upholstered it in orange and black, equipped it with oversized tires, baby moon caps and put a 1954 Dodge truck engine in it. He used to drive the Woodie down Interstate 8 at 98 miles an hour. He and two friends would race against '57 and '58 Chevies, a Volvo and a VW bus. They'd race down the hill, and the loser would buy the beer. Milo always insisted on having two passengers in the car during these races so he could concentrate on driving while they watched for potential problems up ahead. He put a sign in the front of the wagon, saying "Panic Department," which pretty much said it all.

Milo eventually started getting interested in girls and faster cars. . . . So we younger kids got to use the Woodie, and the Woodie got some rest and a reprieve. The only bad incident that happened to the Woodie happened outside my high school. My brother put a tachometer in the car, and somebody really wanted that tachometer. They wanted it badly enough to tear the transom window/rear liftgate up. The damage was pretty bad, but the insurance covered the cost of a skilled carpenter's repair work.

The Woodie eased into the 70s, and my Dad was getting pretty tired of the old car. It was still taking up garage space, and he got fed up. I had been married and away from home since the mid-60s, and when Dad said he might put the car up for sale, I asked if I could have it. He handed me the pink slip, which I grabbed, with a silly grin on my face. It was 1967, and I began dragging the car with me, storing it in one garage after another. I tried to start restoration on the wood paneling, but it was hard to get much restoration done with two kids to take care of. The old Plymouth just sat in the garage for 15 years, and I'd go out to wipe the dust off periodically. I'd say to myself:

Continued on page 5



Cars obviously interested Kristy at an early age!!

the car's rear wooden post and a rear window. We spent several days go-

Continued from page 4

“One of these days, this car will sparkle again.”

I treasured it for years, but it was in tough shape. I never gave up my dream of restoring the Woodie, and when I got my divorce settlement in 1985, I finally had the means to make it come true. We’d had the car in the family for 35 years, and I needed a goal to focus on. I thought, “It’s now or never,” and brought the Plymouth to California Coachworks Limited in Lemon Grove.

They began fitting the car with new upholstery and roof, reglazing the dash, repainting the car’s outside with the original dark maroon, refinishing the wood and rebuilding the entire drivetrain. I was keeping the Dodge truck engine since I hadn’t found a suitable P-15 engine.

With the restoration under way, I was planning to rent the car to photographers, advertisers (such as surf shops), wedding couples and movie companies as a way of having the Plymouth pay for itself. It

was a beautiful wood-bodied car, especially with new wide whitewall tires in the original pattern and shiny new chrome. My sons, 15 and 18 (both avid surfers), can’t wait to be able to drive the car after it’s restored.

Editor’s Note 2: Kristy, who has been married to Jerry Keller since 2005, continues the story from where she ended the article above that was written in the 80s, and with her Woodie at California Coach-

Jerry, Kristy and her Plymouth Woodie in late 80s/early 90s when The Beach Boys did a concert in the stadium after a Padres’ game—and the Plymouth was part of the band’s backdrop.

works where the restoration began.

Kristy now updates her story:

But then the unthinkable occurred. California Coachworks unexpectedly closed! I was very lucky that I was going in and checking on the car every weekend. I was able to grab all my car parts and push my Woodie out of the shop before the marshal padlocked the building! Holaday’s Towing flat-bedded my car to my home in Scripps Ranch. I was so happy to have my family wagon back and safe. There I spent months putting the car back together, with the help of Jerry and other members of the Walter P. Chrysler Club. A big job...windows, transom, tailgate, wheels, etc. Believe me, I drank a lot of Bartle’s & James!!

My beautifully restored Woodie was used in the late 80s/early 90s, along with the Wavecrest Woodie Club, at a Beach Boys concert after a Padres game, as The Beach Boys’ backdrop! A great finale for my old family car!

To this day I still have the 77-year-old Woodie, which now just does summer cruising in Ramona, from mid-April to mid-September. It is in tip-top shape, and I love it!

Editors Note 3: Her boys are now 53 and 56 years old, but because of the extended restoration process and despite their desire as teens to do so, she says they haven’t driven the Woodie all that much.



Julian July 4th Parade Invitation

The Julian 4th of July Parade Committee has invited Mopar Club San Diego to participate in Julian’s parade — as a club entry. Of course, this is also the same day as the Signorelli July 4th party that takes place that afternoon, but the Julian parade begins at noon and normally lasts about an hour.

The parade committee’s invitation says:

“We would like to extend an invitation to your group to be in the Julian 4th of July Parade this year. Our parade draws a huge crowd who come to our small town to celebrate the holiday at a fun, family-friendly event. The parade consists of a variety of floats, waling groups, car clubs, horse groups and more. We would love to have you join us! The parade is held on July 4th and starts at noon. The parade generally takes one hour, so you can enjoy other activities that day. Please feel free to visit our website for more information.”

If there are club members interested in participating, please contact club President Milton Karahadian, either at our Wed., Feb. 14, Mopar Club SD meeting or by email: miltonkarahadian@pointloma.edu. Most likely, the Julian parade organizers need to know soon if we wish to participate (julianparade.com).



Mopar Club SD's *Dart Restoration Update*

January 20 Work Party

On this day, the club's work on the completing the restoration of the '68 Dart GT convertible, begun by the late John DePauw, were Mopar club members Jonathan Gbenekama, Brad Heavey, Milton Karahadian, Bob Martello, Cory and Tim Whittier, Jim Bowen, Jeff Walker and Matt Domen.



Operation Door Jam took the majority of the team's efforts this day (above and right). A small piece of plastic made all the difference between an operational door and one stuck for months.



Jim and Brad, working on the door-jam problem.



Jonathan checking the oil



Everyone put their heads together to figure out why the passenger door latch assembly wouldn't work. Right, Jim gets a part from the donor car to solve the problem, then Brad took it home to rework it.



Cory, Milton and Brad troubleshooting the door.



Above, Matt and Tim install trunk gaskets. Left, Carol Ann DePauw gets an update on the Dart's progress. Jeff spent the morning working on dash wiring.



Above, Matt and Jonathan are checking a potential problem that didn't exist.



Right, Carol Ann (standing) provided lunch, inside after the rain showed up.

Mopar Club SD's *Dart Restoration* Update #2

February 3 Work Party



Jim and Jeff troubleshooting why the dash pad does not fit. Below, the dash partially assembled, at least, from the front.



Tim cleans off glue that didn't hold from the trunk seal, a job easier said than done, he learned.



On this day, the work party for the DePauw Dart restoration team was made up of Jeff Walker, Jonathan Gbenekama, Tim Whittier, Brad Heavey and Jim Bowen.



Above, Jim and Brad install the passenger door latching assembly that Brad took home and reworked = success! Left, Brad works on the windshield seal; Jeff working on the dash in the background.

NEXT DART WORK DATES:

Feb. 17, March 9 & 23

gbenekama@gmail.com

Stolen 1971 Barracuda drag racer found in North County

Submitted by Chris Von Olnhausen

Credit: Fox5SanDiego.com / Jan. 28, 2024
By Amber Coakley

VISTA, Calif. — Two years ago, a 1971 Plymouth Barracuda drag racer was stolen from a storage facility in Perris, California — an emotional loss for its owner. The car was taken along with a trailer, tools, and spare vehicle parts worth an estimated \$60,000, according to California Highway Patrol (CHP).

A CHP officer with the Oceanside Area Office received information that the stolen Plymouth Barracuda was in the North County region, prompting an extensive investigation. Officers worked with the local racing and classic car community to find the stolen vehicle.

It was discovered that the car had been painted black with its vehicle identification number (VIN) switched to hide its true identity, something CHP said is in violation of California Vehicle Code 10751(a). It was also discovered that the Plymouth had been bought, traded, and

sold several times throughout Southern California.

On Jan. 25, the true owner was reunited with his car at the Oceanside Area Office. CHP said the emotional victim told officers he plans on getting his Plymouth back on the racetrack as soon as possible.

“As a reminder, please be careful when purchasing privately sold vehicles from online marketplace apps or

anywhere online where fraud is highly prevalent. Ensure the paperwork/title you receive is accurate during a vehicle purchase. Protect yourself by asking a seller if they will meet you in front of a police station or at a bank to conduct a purchase,” CHP Capt. R. Goulding noted in a news release detailing the matter.

The CHP did not say whether or not an arrest was made or if the original car thief was located.



Recovered '71 Plymouth Barracuda drag racer (Credit: CHP)

SHOWING & sharing

Mopar Day at
Kit Carson Park
Cars & Coffee
Jan. 21
We brought 30 cars!



Above, the group of Mopar Club SD members and friends who met up at the Escondido mall before caravanning to the park. Others arrived at the park solo.



Above: Woody Widman's '69 Super Bee (left) and Curt Bogdan's and Woody's AAR Cuda



Eric Hansen and his 2019 Challenger Scat Pack



James Leitner and his 2009 Challenger

Above, a few of the 30 club cars and friends at Mopar Day at Kit Carson Park. Below right: James' Challenger, Cody Leathers' '66 Fury and Bill Baugh's '66 Satellite Hemi.



Above, some of the club and friend cars before leaving the mall, including Debbie and Bob Gough's '67 Barracuda, Sheri Hendrickson's '21 Charger Daytona, Matt Domen's '15 Challenger Hellcat, Carl Ashworth's '11 Challenger and Chris Von Olnhausen's Challenger.



Right: Cody Leathers and his '66 Sport Fury with its very clever "FRYOUS" license plate.



John Talley and his one-owner '69 Dodge Dart RT 383 four-speed, one of 34, documented verified.

MEMBER *NewsBits*



Above, Mopar Club San Diego member cars parked at the Pala Casino, east of Temecula, during a good buddies' getaway on Jan. 12. George Bittle, Steve Vander Schaaf, Roy Stinson, Woody Widman and Curt Bogdan got a beautiful day for their outing.

Cruisin' Buddies



Above and left: Roy Stinson, Steve VanderSchaaf, Woody Widman and George Bittle made a lunch run to Josie's Hideaway in Santa Ysabel Jan. 19.



You Probably Don't Remember that the First TRX Was a Dodge Dakota

By Lawrence Hodge
Published Jan. 17, 2024
by Jalopnick.com

The Ram TRX was a ridiculous vehicle. Who actually needs a 702-horsepower, 6,000+ pound performance off-road pickup that gets just under 11 mpg? No one, of course, but we loved it all the same for its ridiculous and ostentatious power. You might think the TRX name was invented just for just that vehicle — but unbeknownst to many, the trim actually appeared years ago on a long-dead pickup, the Dodge Dakota.

Dodge used to play in the midsize pickup arena for years against the likes of the Nissan Frontier and Toyota Tacoma. By the time the third generation Dakota came around 2005 model year, the truck was unique in that it was the only midsize truck (besides the Dakota's demon-spawn badge job, the Mitsubishi Raider)



'05 Dodge Dakota Laramie Quad Cab/ Credit: Stellantis

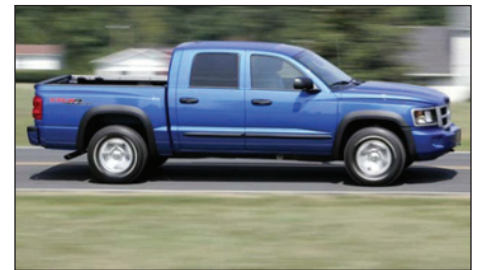
that offered a V8 engine option.

While that was cool, buyers who wanted something they could take over a bit of rough terrain might have wanted something more. In 2006, Dodge introduced two trims that could go up against the likes of Chevy's Colorado Z71 and Nissan's Frontier Desert Runner, called the TRX.

The Dakota TRX could be had in two flavors. Those just wanting off-road looks could go for the TRX. This was a package that could be added to Dakota SL, SLT and Laramie trims, but only in 4x2 Club or Quad Cab configurations. The TRX got you Goodyear Wrangler off-road tires wrapped around 16-inch aluminum wheels, limited slip differential, tow hooks and big TRX decals on the bed so people wouldn't forget what you were driving.

If you actually wanted to venture off-road you had to spring for the TRX4 Off-Road. This was only available on Dakota SLT and Laramie 4x4 Club and Quad Cab configurations.

Springing for the TRX4 got you unique five-spoke, 16-inch wheels, painted shocks, BF Goodrich off-road tires, a one-inch ride height increase, skid plates, tow hooks, TRX4 bed decals and all-weather slush floor mats in the interior.



2007 Dodge Dakota TRX4 / Credit: Stellantis

You could also option the TRX4 with the 4.7-liter, 302-horsepower V8.

Of course, you had to pay to play. The off-road goodies and the V8 engine made the truck pricey; "Motor Trend" tested one in 2008, and it wore an as-tested price of \$34,360. At that MSRP, a Dodge Ram 1500 made more sense as it was more powerful with its 5.7-liter Hemi V8, roomier and more capable.

The Dakota itself was dropped in 2011, but the TRX trim lived on briefly as a trim of the redesigned 2009 Dodge Ram 1500. It was replaced by the Outdoorsman trim two years later. Despite the cool factor of the monster that was the Ram TRX, it's interesting that Ram decided to pull a nameplate out of mothballs from such a mundane package that started life on a long-gone midsize pickup to use on one of the most powerful pickups to ever go on sale.

LET'S GO & show

Check for event updates & additions:

www.sandiegoassociationofcarclubs.org

Facebook: @San Diego Association of Car Clubs

www.socalcarculture.com/events.html

<https://goodoleboyssandiego.com/current-event-calendar>

CAR SHOWS

Sat, Feb 10: Locked and Loaded No Prep Drag Racing

9am-5pm, Barona Drags, 1750 Wildcat Canyon Rd.
2050 Entertainment Circle, CV - Info: stonecoldofsd@yahoo.com

Sun, Feb 18 - All New SD Auto Swap & Show, 6:30am-1pm

North Island Credit Union Amphitheatre - Info: 619-201-8207

Sun, Mar 3: Pomona Swap Meet & Car Show, 5am-2pm

Pomona Fairplex - Info: <https://pomonaswapmeet.com>

Sat, Mar 9: Kearny High Alumni Car Show: **NEW SITE!**

9am-2pm / now at SD County Office of Education,
6401 Linda Vista Rd, SD / Drawings, food, music, awards
All makes/years: \$25 w/free lunch pre Mar. 1 / \$30 after
Info: 619-201-8207 / Rain date: Mar. 24

Fri-Sun, Mar. 15-17: MATS Las Vegas (Muscle Cars at the Strip)

Racing, car show, swap meet, manufacturers' midway
MATSLV.com for tickets, hotel info and more

Sat, Mar 16: Revved Up for Students Car Show, 9am-noon

Grace Christian School, 643 W. 13th Street, Escondido
www.graceschoolescondido.com / 760-747-3029

Sun, Mar 17: Motors for Music, 9am-noon

San Marcos High School: custom & unique trophies, live music
Benefits SMHS school band and color guard programs
New expanded trophy list for 2024
www.sanmarcosbands.org/Motors-For-Music

Sat, Mar 23: Cold Case Community Car Cruise, 10am-4pm

700-728 Woodrow Avenue 92114 San Diego (Skyline area)
justice4danielcoriz@yahoo.com

Fri-Sun, Apr 5-7: Del Mar Nationals, 8am-5pm

DM Fairgrounds - Info: <https://www.good-guys.com/dmn>

Sat, Apr 13: Ramona Senior Center Car Show, 10am-2pm

Grace Community Church, 1234 Barger Pl. Info: 619-980-3647

Sat-Sun, Apr 13-14: Shifting Gears Car Rally & Show

at Pala Casino & Resort — Apr. 13 Car Rally / Apr. 14 Car Show
Info: sarah@sdautomuseum.org / 619-398-0311

Sat. Apr 14: Race Car Swap Meet & Car Show, 6am-1pm

Barona Drags, 1750 Wildcat Canyon Rd. - 619-201-8207

Fri-Sun Apr 19-21: La Jolla Concours d'Elegance

Ellen Browning Scripps Park, 1100 Coast Blvd, La Jolla
619-233-5006

Sun, Apr 21: Heartbeat Happening, 9am-3pm

Bates Nut farm, 15954 Woods Valley Rd., Valley Center

Sat, Apr 27: Naval Base Coronado Show & Touch a Truck

10am-noon, VAdm. Martin Fitness Center pkg lot
runsignup.com/Race/CA/SanDiego/nbccarshowandtouchatruck2024,
and you will be contacted regarding base access if you don't
have a military ID.

Sun, Apr 28: Motorcars on Mainstreet, 10am-3pm

Coronado Island - Info: 619-437-0254

Sat, May 4: East Cty Cruisers Summer Fling, 9am-2pm

NEW LOCATION TBA - Info: 619-201-8207

Fri-Sat, May 10-11: Over the Hill Gang Streak, 8am-10pm

Campland on the Bay, 2211 Pacific Beach Drive
cruznmy56@yahoo.com

Sat. May 18: Desert Cruisers' Run to the Hills 9am-3pm

Olde Highway 80 / Cindy: 619-504-2682

**CANCELED —Sun, May 19: Mopars in May - CANCELED
Due to next event:**

Sun, May 19: Mopars vs the World, 8am-3pm

Irwindale Drag Strip, sponsored by Full Blown Performance
Drag racing, swap meet, car show, with Ft. Irwin Toy Drive
sponsored by Inland Mopars; Entry fees from \$10-\$60; Racing
at 10; trophies at 2, Ticket purchasing info to come.

Sun, May 19: Pal Joey's Sweetest Show in Town, 7am-2pm

Pal Joey's: 5147 Waring Rd / 619-980-6699

Sun, May 19: Benedict Castle Concours Car Show,

Riverside Benefits Teen Challenge / Grand Marshal Chip Foose
Sat/Sun events / www.benedictcastleconcours.com/tickets/

Sat, May 27: SD Auto Swap & Car Show, 6:30am-1pm

North Island Credit Union Amphitheatre
2050 Entertainment Circle, Chula Vista 91911
619-201-8207

Thank You to members who sent photos for this issue: George Bittle, Jonathan Gbenekama, Eric Hansen, Milton Karahadian, Kristy Keller, Paul Polentz, Jeff Walker and Julie Walker

CAR SHOWS, continued from page 10

Sat, Jun 8: Fords & Friends Car Show, 9am-2pm

El Monte Park, 15805 El Monte Rd - Info: 619-454-1321

Sat, Jun 15: Veterans Assoc. of North Cty Car Show,

9am-2pm; 1617 Mission Ave., Oceanside - Info: info@VANC.me

Sun, Jun 23: Garden of Innocence Car Show, 8am-2pm

5600 Carroll Canyon Rd. (Scripps Ranch area) - Info: 619-962-7858

Sun, Jun 29: Spokes on the Bay, 6am-9pm

Seaport Embarcadero North, 400 Kettner Blvd

Info: 619-925-7305

CARS & COFFEE EVENTS

WEEKLY:

SATURDAYS:

Bonita: 7-9am, 4414 Bonita Rd.

Carlsbad: 7-9am, Poinsettia Village Ctr, 7130 Avenida Encinas

Pt. Loma: 8-10am, 2250 Shelter Island Drive, SD

SUNDAYS:

Escondido: 8-11am, Kit Carson Park, 3333 Bear Valley Pkwy

BI-MONTHLY & MONTHLY:

Second Wednesday:

Oceanside: 6-9pm, South O Cruise Night

South O Brewing, 1775 S. Pacific Coast Hwy

First Saturday:

Poway: In-n-Out Burger, 11am-2pm, 12890 Gregg Ct.

First Sunday:

Carlton Hills: 7-9am, 8959 Carlton Hills Blvd.

Contact: wfranksmith@gmail.com

Santee: 7-9am Mary's Donuts, 8959 Carlton Hills Blvd.

Second & Fourth SundayS

San Diego: 7:30-9:30am, 200 Marina Park Way

Third Sunday:

Balboa Park: 7:30-9:30am, SD Automotive Museum,

2080 Pan American Plaza

Carlsbad: noon-4pm, Spar Customs, 890 Palomar Airport Rd.

Dabbles@sparcustoms.com to reserve a spot

La Mesa: 7-9am, La Mesa Blvd, between Spring St. and 4th

Mira Mesa: 7-9:30am, Donut Touch Bakery, 6755 Mira Mesa Blvd

Fourth Sunday:

SD East Village: 11:30am-2pm, Black Angus, 707 E St

Info: 619-778-1395

News Briefs & Connections

CANCELED: 2024 MOPARS IN MAY

Inland Mopars has canceled Mopars in May for this year, due to a conflict with the massive Mopars vs. the World event on May 19. Instead, Inland Mopars will be holding a Ft. Irwin Toy Drive at Mopars vs. the World that day.

MOPARS VS THE WORLD

This event will be held **May 19** at the Irwindale Dragstrip, hosted by Full Blown Performance and featuring drag racing, swap meet and a car show. Gates open at 8am, show and racing begin at 10, and awards are at 2pm. Show & Shine classes: A Body Stock, A Body Modified, B Body Stock, B Body Modified, E Body Stock, E Body Modified, Convertibles, Modern Mopar and All Other Mopar. Racing Options: Bracket 1: 5.0-7.0, Bracket 2: 7.0-9.0, AFX Super Stock, Modern Muscle Shootout and Fun Races. Tickets (available soon) range from \$20-\$60 with a \$10 add for tickets at the gate. <https://irwindalespeedway.com/events>

This will be on Show Sign-up List at our club's meeting on Wed., Feb. 14, in the event a caravan is warranted.

MATS LAS VEGAS DATES

March 15-17 are the dates for this year's Muscle Cars at the Strip (MATS) in Las Vegas. MATSLV.com for information on tickets, hotel, vendor spaces and more.

ADS & CLUB ROSTER INFO

ADS:

Ads in the PentaGram and on the club website are free to members. For PentaGram, contact Julie Walker: secretary@moparclubsandiego.net. For the website: Paul Polentz: webmaster@moparclubsandiego.net.

CLUB ROSTER:

Any member who would like access to the club roster (not available to the general public) can contact Webmaster Paul Polentz for access information: webmaster@moparclubsandiego.net.

Mopar News Connections

<https://media.StellantisNorthAmerica.com/mediacenter>

<https://www.stellpower.com>

<https://MoparInsiders.com>

<https://www.dodgegarage.com/news/tag/mopar>

<https://www.carscoops.com/tag/mopar>

<https://blog.mopar.com>

<https://www.autoblog.com/tag/mopar>

MARKETplace

FOR SALE



'72 Challenger, RT Tribute, 440 6pk auto. One owner for over 20 years. Original interior, Top Banana Yellow. Keystone wheels on BFGs. Never raced. Always garaged. Larry Johnson: text 760-822-9402 or email 51deblarry@gmail.com. \$45,000



PENTAGRAM AD INFORMATION:

Free to club members
\$25 per issue for non-members.
Published monthly.
Deadline is the 25th of each month.
secretary@moparclubsandiego.net

Members placing ads are also welcome to advertise on the club website at no charge.
Contact Paul Polentz:
webmaster@moparclubsandiego.net

FOR SALE

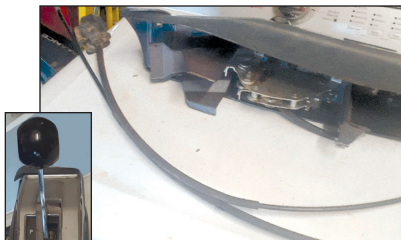
New! Never Used

Member Franco Fonseca bought this brand new A/C unit for his '66 Newport, then changed his mind: "I didn't want to cut into the firewall," he said. Paid \$1,200; Offered for \$850



(925) 588-3876 (corrected #)
franco@smokehousejerky.com

FOR SALE . . .



65 slip Yoke button tranny console shifter, possible torque converter and brand new reverse manual valve body, b/o will be taken. Text only: 619-750-8377

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