

REVVING UP with Milton

The Newsletter of the Mopar Club/San Diego

PentaGram

www.moparclubsandiego.net

SEPTEMBER 2024

What to do with all my stuff?

By: Milton Karahadian
MCSD President

What to do with all my stuff?

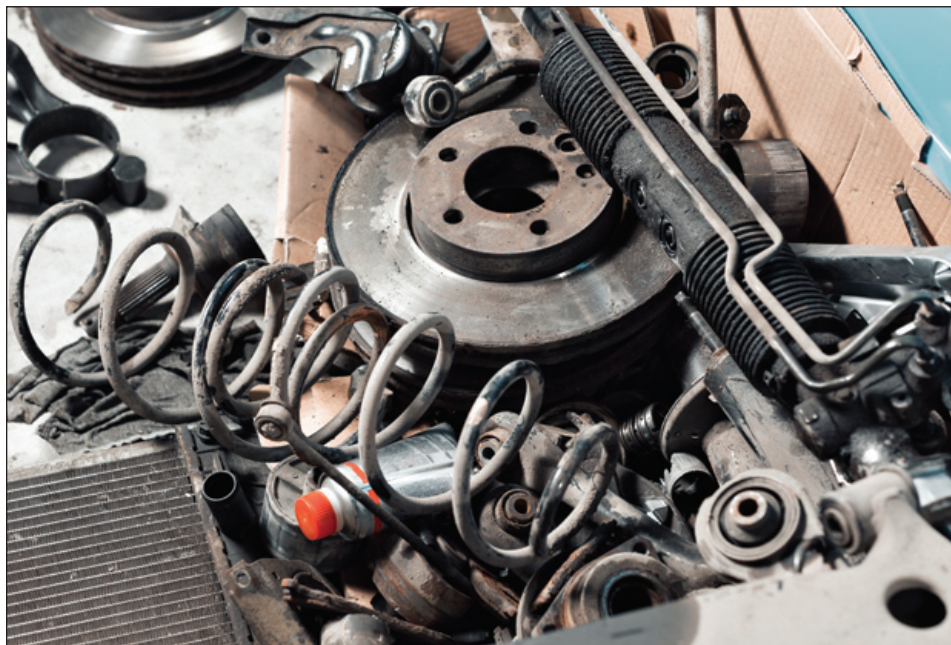
This may not be a happy article for some of us because we have too much stuff. I have heard it said that Mopar people hoard their cars and parts. I must first look at myself. My philosophy has been to save all the parts for my current build because you never know if you might need it. And then get rid of all the spare parts.

That had served me well through two builds, the '70 Cuda and the '65 300 L. But the other day I bought something I didn't need, but they were some cool parts. Should I tell you what they were? Well, in the spirit of transparency, I will.

A few club members and I went to the house of a guy who had so many old parts; none of which I needed for any of my other two builds in progress. But the parts were cool. I bought a late '50s 2-4 barrel manifold with two correct Carter carbs with the stock air cleaners and filters. He even threw in a spare set of air filters. I don't need this setup for any of my builds. As a matter of fact, I just restored a whole setup and put it on the 413 in my 300. I even sold a setup two years ago that I got from my uncle's parts collection after his death.

Then while I was there, I started to get an idea that I wanted to put a 4-speed in the 300 C body. This guy had an old 833 he was using to hold open a gate, so I said I'd take it, not even knowing if it would fit.

Then he said, "You need a drive shaft to connect to that early model 833 tail shaft." And then I was introduced to the "Ball and Trunnion joint." It is a combination of both universal and slip joints, in one assembly. The ball trunnion universal joint consists of a ball-type head that is



fastened to one end of the propeller or drive shaft. A pin or cross shaft is pressed through this end of the shaft, forming a "T" shape. These sliding joints at each end, with a spring at each end, keep the shaft from sliding easily back and forth and to also allow for some flexing of chassis. I have since heard that many of the modern cars use this same technology. He directed me through the weeds in the backyard to find the driveshaft.

The point here is that I didn't need any of it, but I was enticed by the price and possibilities. Now it fills my already-tight garage with parts I don't need (Come to find out the 833 was for an A body).

Now I know you and I all have parts and cars that fill our storage areas. Do we really need or maybe want all that? Our friend whose house we were at is in his 70's and realizes that he "can't take it with him." He has no one to pass down his stuff, so he's trying his best to find good homes for his stash of cars and parts.

One day, we will all be there. I was fortunate that my uncles passed down their cars, parts and tools to me, and I will pass my stuff to my son. But you might not have anyone to leave your stuff to? What are you going to do? Do you have a plan? Are you going to leave it all to the relatives who might care or care less, or maybe don't have anyone, or it ends up in probate court? Worse yet: the landfill which our friend is afraid of?

I have three suggestions: 1. Start giving or selling stuff cheap to a young gear-head; 2. Donate the cars to a charity so they can turn it into cash, and help them succeed with their mission; 3. Sell it now and at below market-value to someone who will enjoy it for years to come.

Whatever you do, start planning now. And on top of all that it is quite a way to leave your legacy.

Anyone need some cheap parts?

Mopars Forever??

Milton

MOPAR CLUB OF SAN DIEGO

EST. July 1993

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Stellantis recalls: Ram, Jeep Gladiator, Jeep Wrangler

CNN reported Sept. 6 that Stellantis is recalling more than 1.2 million Ram 1500 vehicles due to a software malfunction in the anti-lock brake system (ABS). The vehicles being recalled include certain 2019, 2021-2024 Ram 1500 trucks, according to the National Highway Traffic Safety Association.

Stellantis said that should the ESC disable, it would not affect the foundation brake function and that the ABS, ESC, Adaptive Cruise Control and Forward Collision Warning indicator lights would illuminate when the vehicle was started, to show the systems are unavailable. Dealers will update the ABS software for free of charge.

The recall comes after a similar recall in June that affected almost 158,000 Ram 2500 pick ups. In a separate news release, the NHTSA said Stellantis is recalling certain 2020-2024 Jeep Gladiator and 2018-2024 Jeep Wrangler vehicles due to an instrument panel cluster that may experience an internal short circuit and fail.

Chrysler Triva Question

(Brazenly stolen from the Inland Mopar Club's Scat Pack newsletter)

In 1969, all Chrysler Corporation passenger vehicles were in direct violation of federal law. Why? *Answer on page 11.*

Anyone missing a chair and its bag?

Member Kay Signorelli doesn't know when or how it happened, but after a recent show or event, she came home with a chair in a blue 7

bag instead of the umbrella in a blue bag that she took to that event. She asks those who think they have a chair in a blue bag to check to make sure you have what you expect to find there. And if

Thank you to members who provided photos, links and other items for this issue of The PentaGram:

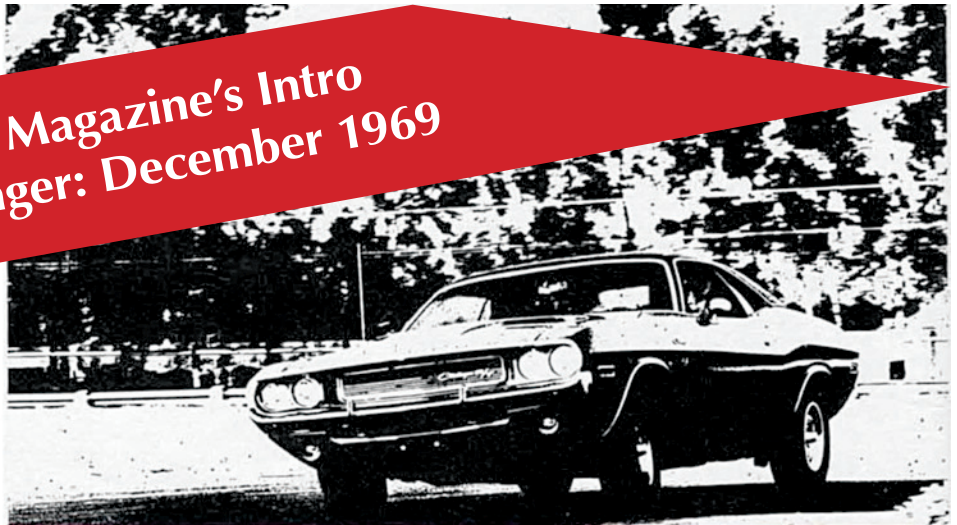
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Mopar Club of San Diego is a member
of the San Diego Association of Car Clubs

**“Hot Rod” Magazine’s Intro
to the Challenger: December 1969**



**BRUTAL
FORCE**

Dodge’s 440-cubic-inch engine in a pony car may not be mankind’s answer to world problems, but it’s liable to satisfy some yearnings



By Steve Kelly ■ Citizens of this country’s auto-building community love to call their latest developments and designs “new.” Around model introduction, “all-new” is a term applied loosely to everything from a larger ashtray to a reshaped bumper guard. Unless an automobile has three wheels, steam power or radar guidance, no “new” car model is truly new. Several names have been added to the Detroit roster in 1970, and everyone has heard by now that they are “all-new.” They’re not. Each is new to the showroom floor, but they are still cars, designed for sale as transportation, which is in itself sometimes a buried fact. Among the marques making an entrance to the over-populated car market for 1970 is Dodge’s Challenger, which is a smooth-looking and relatively normal-configuration pony car. Dodge Division (and/or Chrysler Corporation) accomplished the design without getting carried away, and their only error is introducing it in 1969 instead of 1966 or ’67. Both the Barracuda and Challenger can make inroads on the pony-sized auto market during their first six months on the stands because of GM’s decision to advance their ’71 Camaro and Firebird to a mid-’70 model-year debut. Without this free-time blessing, the job of just getting possible customers to look at the MoPar cars would be difficult at best. At least now the public has a good opportunity to be advised of the fresh duo of cars in a relatively quiet advertising atmosphere. Both are good cars and fit the category well. The Challenger is slightly larger

than the Barracuda, and the size probably won’t discourage prospective Mayflower customers from getting the Dodge, because equipment is almost identical and the prices are very close to each other. The Challenger has a bit more flair in styling, if that matters.

Our test Challenger was a very, very early-model-run car, and its performance was below any standards that we could set for such a machine — not much, but enough to be disappointing. The 440-cubic-inch Magnum V8 (375 horsepower) had enough torque to fry rear tires, but because of extra-hard previous use by who-knows-how-many drivers, it was weak on the top end. Performance ranged from a low of 14.54 seconds elapsed time over Orange County International Raceway’s quarter-mile, to a high of 14.76 seconds. Speeds stayed in the range of 98 mph, and if nothing else, the car was very consistent. The factory-established 9.7:1 compression ratio from a Magnum engine is rather low for such a brute engine, but a set of “Six Pack” heads would

be an easy substitute and would boost horsepower and compression to 10.5:1. In token defense of the 440’s potential, this one bore the markings of unwarranted abuse, and other 440-powered MoPars we’ve pushed through the quarter were almost always capable of 14.0 seconds or less. If possible, we’ll make a return visit to a Challenger 440 later on, making sure we get a true representative of the production-built car, in proper shape.

The engine ran well enough around town and on commuting junkets, so that it presented no problems. The exhaust emits a noticeable sound, but one that is easy on the ears of anyone who digs a bit of hot rod flavor. The engine runs very quietly. After several quarter-mile runs, we removed the cooling thermostat, and the 440 was too cold from that point on. Idling it in the staging area would just barely warm it to the point where it wouldn’t stumble. One trip home with the thermostat out proved it has to be in for regular driving. A lower-rated

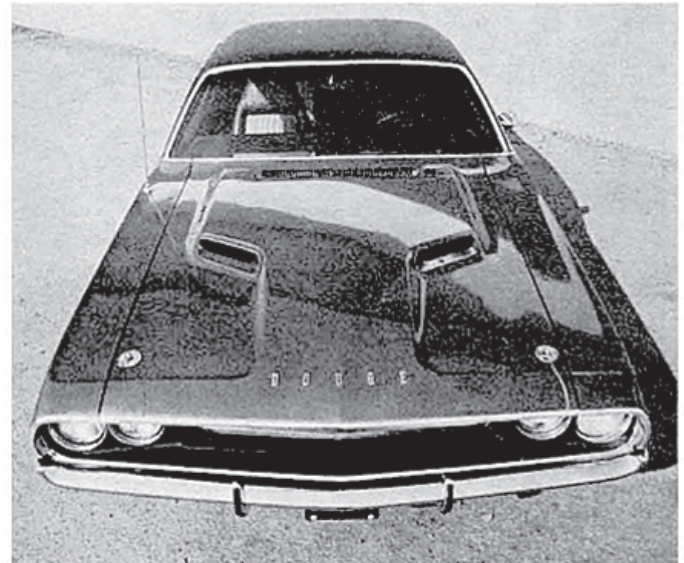
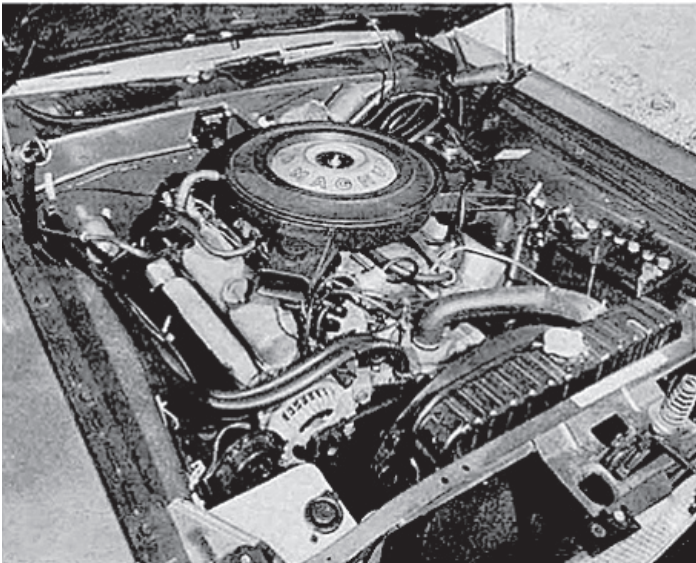
LEFT — "Hair" length of the driver is revealed by car's angle around curvy asphalt ribbons. Big-engine Challengers understeer too easily. BELOW — Large 440 fits underhood space with room to spare. RIGHT — Bubbled hood with phony scoops can be made functional, or a shaker scoop can be purchased. BELOW, CENTER — Instrument panel is a study in sensible design. This is the optional Rallye Cluster. Lighting is indirect. BOTTOM — Appearance is great from any angle. Fuel-fill inlet is in right rear fender panel.

thermostat would be a good compromise, but if the engine runs too cool, exhaust emissions are affected, as well as spark plug life. The air cleaner has a twin snorkel inlet to the filter element. Taking the element out lessens airflow restriction to the carb. The bottom pan should be left on to keep engine heat from warming up incoming air. With the top cover off, this means the pan must be securely anchored with small springs or wire to prevent it from flopping around while the car is moving.

A new slick-shift gate is available for automatic-transmissioned Challengers, and it allows one-at-a-time upshifts by just moving the lever forward. An automatic stop prevents the lever from moving more than one stop, and there's no need for pressing the lever to the side;

stints. High-speed driving or cornering pursuits also call for higher-than-normal pressures, like 36-38 front, 34 psi rear. The ride may be bumpy, but the tires resist rolling under.

The ride is bumpy in an R/T Challenger, no matter what tire pressures are. R/T Dodges of any variety are pretty stiff in the spring department, so if firm ride isn't one of your favorite features, restrict your investigations of Challengers to 383- (or smaller) engined models. The 440-inch cars aren't particularly valuable for quick, smooth corners. They make it okay, but the frontal weight puts the front end in heavy control. A 340 Challenger we had occasion to run through a few quick turns put the 440 to shame by comparison. Stiffer front torsion bars will help cure the big-engined cars' problems.



straight forward does it. When the driver releases tension on the lever, it releases the lockout to the next higher gear. Neutral can be reached only by pushing down on the lever-top button. Our test car's shifter worked better than its transmission, which is sad, because Torque-Flites are great when they are working right. Part of the slower-than-anticipated clockings were a result of this Torque-Flite's slowness in reaching the next higher gear. Again, some undetected previous abuse caused the hangup. Shifts have to be made manually with the stock unit, which we did at 5200-5300 rpm. In "Drive," the transmission shifts up around 4500 rpm, well below the horsepower curve and engine potential. A 3.55:1 limited-slip rear axle here didn't make quarter running any easier on the engine, but this is a good ratio for highway use and was a good pick for some cornering work we executed (attempted?). The F70-14 tires stuck to the pavement in good order, but front tire air pressure should be raised to 40-45 psi during drag

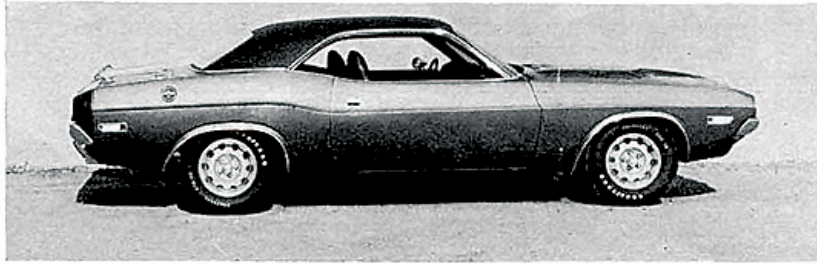
In lieu of this rather expensive undertaking, dropping the front end an inch or so (by way of torsion bar adjustment) might provide a slight remedy.

It's almost positive that Dodge will have a pair of Challengers competing in the 1970 Trans-Am series, with reduced size 318 blocks fitted. The car will make a good roundy-round runner, but the 6-7-inch inset grille isn't going to help aerodynamics. Front end overhang is 38.5 inches, with a good portion of this being "dead" space. The stylists did their thing here, at the expense of performance.

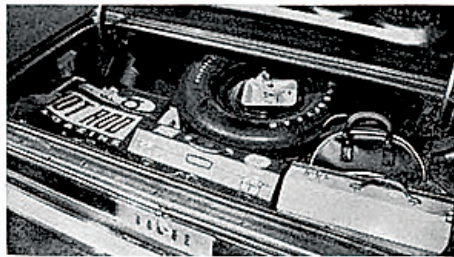
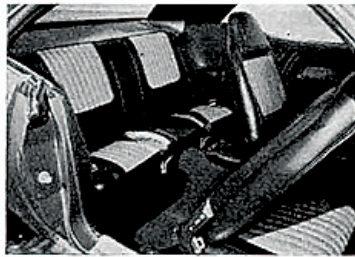
Before anyone gets the idea that the Challenger has a lot of flaws, or that we didn't like it, we'll clear up the matter. The Challenger did impress us, and while it — and ours — has some flaws, a good many of them aren't in the original design. Criticism leveled here is meant to be constructive, as well as a reminder to someone in control of cars released for test that just any car on the lot shouldn't be shunted off for use as a test

(Continued on following page)

photography: Eric Rickman



TOP—Flush door grips, smooth windshield angle and moldings, and slippery shaped front end all contribute to low wind noise. Wheel spider caps bolt on from back. BELOW, LEFT — The back seat could be larger; if any smaller, it would no longer fit the description. RIGHT—Trunk is for bachelors who travel only by airplane.



Brute Force

subject. Overall, the Challenger fits the pony car description as well as its "Brand X" buddies, and better than some of them.

Interior layout is sensible and very much in the manner of a larger car. It could measure more, but it wouldn't mean more. Instruments and radio/heater controls are grouped in a cutaway portion of the dash in front of the driver. Ashtray and fresh-air vents are in the dash center, so both front seat passengers can reach them. The high-back bucket seats are very comfortable, but the rear seat bottom cushion is a real abbreviation. Long trips there for adults aren't recommended. Top height is low, and the windshield angle is steep, which means head room is a feature only for those who don't wear a hat while they're inside a car. This car had a rim-blow steering wheel. The wheel shape, appearance and feel are excellent, but that rim-blow feature is no outright benefit. It is too easy to honk the horn, surprising drivers when it is accidentally operated. There's still nothing wrong with a center-hub button. At least it's always in the same place.

Trunk space is only worth mentioning with a car that has a collapsible spare tire, and this is a Challenger option. The test R/T had a trunk luggage rack (about \$30 extra), which is a help with or without the collapsible spare.

Challenger uses the Coronet/Charger

sub-frame assembly, and one of the reasons for going in this direction was to be able to fit all of the MoPar engines under and within the hood and engine compartment confines. So everything from a hemi (now with "all-new" hydraulic lifters) to a 225-cubic-inch six are offered. And in either R/T or "regular" configuration, an appearance-helping option, the Special Edition, can be added. If you want to make the Challenger bright enough to be seen from a helicopter through a layer of smog, there are such colors as Sub-Lime, Plum Crazy, Go-Mango, Hemi Orange and Banana (one of the bunch?). The basic Challenger has a suggested retail price of around \$2770 — and they'll probably never sell one like that. Enough options and equipment have been included on order sheets so that the car could top five grand. But who wants a "clean" car, anyway? Those ten-day sales reports indicate nobody does.

Dodge will make a showing in the performance and pony car sales yard, though possibly not to the degree of those who have gone before. The car is something of a two-hatter: an intermediate-sized personal coupe or convertible that fits into the compact field. It is interesting enough, and has enough inanimate personality, to develop a strong following. Whatever manufacturing problems are connected with delivering a truly solid Challenger, Dodge has most likely overcome them by now. Sometimes being a late starter can be an imagined handicap. At least this full-fledged attempt is contemporary in concept and design, even though it isn't "all-new." ■■

VEHICLE

Dodge Challenger R/T coupe

PRICE

Base\$3067.00
As tested\$4293.75

ENGINE

Type OHV V8
Cylinders 8
Bore & stroke 4.32 x 3.75 in.
Displacement 440 cu. in.
Compression ratio 9.7:1
Horsepower 375 @ 4600 rpm
Torque 480 lbs.-ft. @ 3200 rpm
Valves: Intake 2.08-in. dia.
Exhaust 1.74-in. dia.
Camshaft:
Lift 450-in., intake; 465-in., exhaust
Duration 268° intake; 284° exhaust
Overlap 46°
Tappets Hydraulic
Rocker arm ratio 1.5:1
Carburetion Single Carter 4-bbl.
AVS-4740S
Exhaust system Dual

TRANSMISSION

Type TorqueFlite automatic. Torque converter with automatically operated planetary gears. Floor-mounted (console) lever with single shift upshift movement feature
Ratios: 1st 2.45:1
2nd 1.45:1
3rd 1.00:1

DIFFERENTIAL

Type Unitized-type rear carrier housing
Ring gear diameter 9.75 in.
Final drive ratio 3.55:1

BRAKES

Type Power-assisted drum type
Dimensions 11-in.-dia. drum
Total swept area 380.1 sq. in.
Total effective area 234.1 sq. in.
Percent brake effectiveness, front 60%

SUSPENSION

Front Independent front with torsion bars each side. Spring rate at wheel: 130 lb. per in.
Rear One-piece rear axle housing with semi-elliptic, parallel leaf spring. Spring rate at wheel: 165 lb. per in.
Shocks Tubular, 1.0-inch-diameter piston
Stabilizer: Front 88-in. dia
Rear none
Tires F70-14 fiberglass-belted
Wheel rim width 6.0 in.
Steering:
Type Chrysler, recirculating ball with integral power assist
Gear ratio 15.7:1
Overall ratio 24.06:1
Turning circle 39.9 ft., curb to curb
Wheel diameter 16.0 in.
Turns lock to lock 3.5

PERFORMANCE

Standing start quarter-mile (best) 14.54 sec., 98.36 mph

FUEL CONSUMPTION

Best reading 13.06 mpg
Poorest reading 10.52 mpg
Average 11.79 mpg
Recommended fuel Premium

DIMENSIONS

Wheelbase 110.0 in.
Front track 59.7 in.
Rear track 58.7 in.
Overall height 51.4 in.
Overall width 76.4 in.
Overall length 191.3 in.
Shipping weight 3580 lb.
Test weight 3850 lb.
Body/frame construction Unitized
Fuel tank capacity 18 gal.

SHOWING & Sharing

El Cajon Cruise Night: Mopar Jungle — September 4



Don Bone's '70 Dodge Hemi Challenger was awarded Best of Show honors, right, with Charger Steve and "his Charger Girls" there to help Don celebrate

Below, two of those gals, including Mopar Club SD member Hot Rod Holly, at right, stopped at Sheri Hendrickson's 2021 Charger Daytona RT for this photo opp with Sheri, who is in center



Mopar Jungle in El Cajon: <https://youtube.com/watch?v=71Ki609wN18>



Left, Cam Whittier's 1972 Rallye Charger

Below, Matt Domen's 2015 Hellcat Challenger in the foreground, with Julie and Jeff Walkers' Plum Crazy '70 Challenger 440 Six-Pack behind it



Right, Paul Wake and Don Bone

SHOWING & Sharing

Mopar Club San Diego's Cars & Coffee: August 24



Dodge Power: Left, Jerry Keller with Sheri Hendrickson's 2021 Charger Daytona RT and Kristy and Jerry's '64 Dodge ProStreet with parachute

From left below: Jonathan Gbenekama, Bob Martello, Milton Karahadian and Steve Williams



Above, Jonathan, Ruby and Melissa Gbenekama with their '70 Hemi Cuda

The club's Cars & Coffee is held the 4th Saturday of the month — in the Pathways Church lot at 9626 Carlton Hills Blvd, Santee, from 7am-9am. Next date is Sept, 28



Above, Jim Signorelli talks cars with another aficionado.



Below: Kristy and Jerry Keller, morning coffees in hand



Left, Jim's "new" Dodge Ram, recently purchased from fellow member Ben Giangiulio



Bob Gough's 2010 SRT Challenger

MEMBER News Bits

Challenger vs Road Runner? Tough choice: Which does she like best? James Maxwell of DodgeGarage.com was at our Aug. 3 All-American Car Show and set up this fab photo of Don Bone's '70 Hemi Challenger and Paul Wake's '69 Road Runner



Above: Paul Parrick and Bob Gough joined two others for some golf at the Chula Vista Municipal Golf Course on Aug. 28. They admitted they scored poorly, adding the course was in bad condition. "But we had a lot of fun!"

Suicide Awareness Walk

Cody Leathers is a team captain for San Diego's "Out of Darkness" suicide awareness walk Oct. 19 from Liberty Station. Anyone interested in joining his team or learning more can contact him by email: codyleathers@gmail.com



Members of the DePauw Dart Restoration Team at the August club meeting, from left: Team Leader Jonathan Gbenekama, Shawn Rover, Chris Von Olnhausen, Jeff Walker, Don Bone, Tim Whittier, Jim Signorelli, Cory Whittier, Milton Karahadian, Brad Heavey, Peter Dahlke, Gary Pandolfi, Bob Martello and Matt Domen. Missing were Jim, Jack and Kyle Bowen, Curt Bogdan, Cam Whittier and Dwight Brinkerhoff.



Left: The completed Dart at our car show



Close but...One of our All-American Car Show vendors walked over to Paul Wake and gave him with this Rat Fink poster. "He wanted me to have it because it looked a bit like my car," Paul said of his Road Runner, above. Even though the poster features a Super Bee, Paul offered to buy it. "He wouldn't take anything. I thought it was a nice gesture."

CONNECTIONS, CARAVANS & LINKS



Explore the Next-Gen Charger

On DodgeGarage.com:

Next-Gen Muscle Unleashed—Introducing the All-New Dodge Charger

<https://www.dodge.com/next-gen-charger.html>

(Note: Above photo is a concept photo)

“Mopar Jungle” Night at El Cajon Cruises

<https://www.youtube.com/watch?v=71K1609wN18>

MCSD’s All-American Car Show 2024

Member Lee DeTro’s photo links:

<https://www.facebook.com/media/set/?set=a.122129070536361716&type=3>

<https://www.facebook.com/media/set/?set=a.122129076668361716&type=3>

<https://www.facebook.com/media/set/?set=a.122129080196361716&type=3>

Mopar Night at Escondido’s Cruisin’ Grand

On DodgeGarage.com:

<https://dodge.garage.com/news/article/events/2024/08/escondido-california-mopar-vehicles/invade/the/streets.htm/>

DodgeGarage.com photos:

Right: Kathleen and Matt Domen’s 2015 Challenger Hellcat draws intense interest from the younger set

Below, John Signorelli’s ‘68 Road Runner (left) and Woody Widman’s ‘69 Super Bee (right) were both award winners on Mopar Night at Cruisin’ Grand.



NEW! CLUB PICNIC

Social Director Sheri Hendrickson is setting up a club picnic at the Santee Lakes for Sat., Oct. 19. Santee Lakes offers many recreational opportunities from paddle boat rentals to fishing to volleyball courts and a “sprayground” for all ages. Sheri will have more information at our Sept. 11 meeting at Casa Machado.

CLUB CAR SHOW CARAVANS

GREATEST SHOW ON TURF

Sat., Sept. 14 — meet at 7:30am at The Slab in the shopping center at Clairemont Mesa Boulevard and Diane. Caravan departs at 7:45am

COPS & RODDERS at Seaport

Sun., Sept. 22 — meet at 7:30am at the Star of India at the harbor. Caravan departs at 7:45am

CLUB ACTIVITIES

MCSD CARS & COFFEE

Our club’s next Cars & Coffee will be Sat., Sept. 28, 7-9am in Santee, in the parking lot in front of Pathways Church, at 9636 Carlton Hills Blvd.

FEEDING SAN DIEGO

In November, our club plans to support the Feed the Hungry program by packing food items for a couple of hours one afternoon. Sheri Hendrickson is seeking 10 to join her on Sat., Nov. 16, from 1-3pm at 9477 Waples St., SD; family members welcome. Note: There is a specific sign-up process. Contact Sheri at 619-253-0534.

Local Celebration of Life for Funny Car Legend

Hall of Famer nd Funny Car Legend Randy Walls will be remembered at a Celebration of Life at the Ramona home of Kay and Jim Signorelli on Sat., Sept. 14, from 2-6pm. Light snacks and beverages will be provided, and attendees will be offered the chance to share memories. Some special race cars and guests are expected to attend. RSVPs are requested — To RSVP or for address or more info, contact Jim: 619-987-4089 / Sheri: 619-253-0524.

SD Auto Museum Temporary Closure Notice

Beginning Sept. 16, the museum will be closed for Party in the Park preparations and museum improvements. Car club meetings will continue as scheduled

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://goodoleboysandiego.com/current-event-calendar>

Sat. Sep 14: Greatest Show on Turf, 9am-3pm

Fundraiser for San Diego Assoc. of Car Clubs

All vehicles \$35 / Info: 619-20-8207 or

register at sandiegoassociationofcarclubs.org

Club caravan from The Slab at Clairemont Mesa Blvd and

Diane, leaving at 7:45am

Sun. Sep 15: Hot Rods & Customs Car Show, 9am-3pm

Hosted by 5150 Rat Rods at Bates Nut Farm,

15954 Woods Valley Rd., Valley Center / \$30 at gate only

Sat. Sep 21: Ramona Motor Jam Car Show, 10am-2pm

By MacTools, with Exotic Car Garage, Thoroughbred Motors

514 Maple St., Ramona / Proceeds benefit RHS Auto Program

\$20 pre-reg / \$25 at the door / Customs & Classics

442-358-7810 or Instagram the Ramona Motor Jam

Sat. Sep 21: Brokwn Yolks for Car Show Folks, 8am-2pm

Broken Yolk Cafe, 9832 Mission Gorge Rd, Santee

Music, trophies, raffles / \$25 / 619-201-8207

Sun. Sep 22: Cops & Rodders Fall Pow Wow, 9am-2pm

at Seaport Village Embarcadero North / all vehicles, all years

JC Dumas—y2kchief@att.net or 619-405-6318

Club caravan from the Star of India, leaving at 7:45am

Sat. Sep 28: Ramona Senior Ctr Car Show, 10am-2pm

Grace Community Church, 1234 Barger Pl / 619-980-3647

Tue. Oct 1: San Diego Assoc of Car Clubs Meet-up, 5-7pm

Estrada's Taco Shop, 9630 Carlton Hills Blvd., Santee

Fri-Sat Oct 11-12: Murrieta Rod Run

'76 and older classic cars welcome / downtown Murrieta

Cruise Night Fri 4-8pm and/or Show & Shine Sat 9am-3pm

www.murrietarodrun.com (and scroll down)

Sat. Oct 12: AutoFest Ramona, 10am-1pm

668 Main St., Ramona - with Ramona Skate Park champs

All years, all vehicles / \$30 or \$35 day-of-show

www.Carshowcalifornia.com

Sun. Oct 27: Belmont Park Fall Car Show, 3pm-6pm

3146 Mission Blvd, SD / \$20 entry fee

Trophies, music, food, and candy to hand out to kids

www.carshowcalifornia.com

Sun. Nov 3: East County Cruisers Car Show & Toy Drive 9am-

2pm / Bates Nut Farm, 15954 Woods Valley Rd., Valley Center

All years, vehicles / \$25 pre Oct. 30 and bring unopened toy to

event. www.eastcountycruisers.com or chargersteve@cox.net

Sat. Nov 16: Mopars & Friends at MoTech, 10am-2pm

MoTech Performance, 41715 Elm St., #301, Murrieta

Hosted by Inland Mopars and includes Ft. Irwin toy drive

Refreshments provided: RSVP req'd limesdust70@gmail.com

NOTE: Club caravan to be set up, from 1-15 park'n'ride

CARS & COFFEE EVENTS

WEEKLY:

Wednesdays:

El Cajon: Cruise Nights (thru Oct), Main & Magnolia,

Encinitas: Cruise Ngghts (thru Sep) 5:30-7:30pm on

S. Coast Hwy 101 between D & K streets

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 South Pacific Coast Hwy

First Saturday:

Clairemont: STP Bar & Grill, 10am-1pm, 5487 Clairemont Mesa Blvd.

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

Third Saturday:

Midway District: Classic Malt Shop, 3-8pm, 3625 Midway Dr.

Fourth Saturday:

Santee: **Mopar Club SD Cars & Coffee**, 7-9am

9626 Carlton Hills Blvd. / Pathways Church parking lot

First Sunday:

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

wfranksmith@gmail.com

Perris: Perris Airport, 4-7pm thru Oct, 2091 Goetz Road

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

Second Sunday:

Oceanside: 4-7pm, In-n-Out Burger, 4605 Frazee Rd.

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 and 4th streets

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

Fourth Sunday:

Chula Vista: 11:30am-2pm, Black Angus, 707 E St. Info: 619-778-139

First & Third Sundays:

College Grove: 8:30-11:30am, 3436 College Ave.

Second & Fourth Sundays:

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

MARKET *Place*

See also page 12

PENTAGRAM AD INFORMATION

Free to club members
\$25 per issue for non-members
Member ads also can appear on the club website at no cost.

PentaGram is published monthly
Deadline is the 25th of each month
secretary@moparclubsandiego.net

HELP NEEDED:

Member and single-Dad Cody Leathers is looking for some help on several levels.

1. He and his son, who have been trying to find affordable living accommodations close to La Mesa, are wondering if anyone might have some information that would help him and his "awesome seven-year-old find a granny flat or rental by owner."

2. Cody also is looking for space he can rent to store his '66 Sport Fury. "It doesn't leak any fluids, I have a car cover, and even a canopy, but the places I've been looking at only have one space for parking; no garage," he says. "I know it is a big Ask, but I've learned in life we never get what we want if we don't at least ask."

3. Finally, he is looking help finding some pre-'73 C-body disc brakes for his Fury.

Email him at
codyleathers@gmail.com

PAINT REC NEEDED:

Member Mick Schullo is looking for a paint shop recommendation. Contact him at mschullo@att.net or call him at 619-569-7093

Chrysler Trivia Answer from page 2:

In 1969, all Chrysler Corporation passenger vehicles were in direct violation of federal law. Why?

Answer: Federal law required that beginning with the 1968 model year, all vehicles must have side marker "lights," front and rear, which they did. In 1969, Chrysler's sin was side marker "reflectors," as opposed to lights.

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



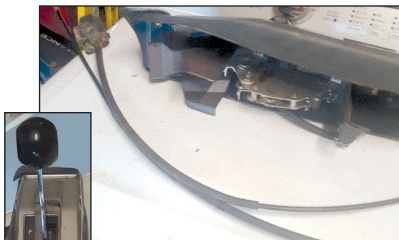
(925) 588-3876 (corrected #)
franco@smokehousejerky.com

FOR SALE

Centerforce 23 spline clutch. 2,500 easy miles. \$200. Paul Wake: 385-282-3083 paulwake23@gmail.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

FOR SALE:

Built to the Hilt—Sleeper 2006 Charger SRT8 custom-built by Modern Muscle producing 750 HP. With 398 Stroker, transmission designed by Southern Hotrod, 3500 stall speed converter, D-1 procharger, supercharger race cam, Ross custom pistons, custom fuel system, Detroit lockers, Cooks headers, MagnaFlow exhaust.

Less than 3,900 miles / Asking \$39,900
Call/text member Aaron K: 619/757-3965



FOR SALE:

Club Member has Mopar Engine Parts:

- 440 standard crankshaft \$100
- RB'LY' - MS3049 connecting rods (8), resized, balanced, Moly rod bolts: \$75/all
- B/RB exhaust manifolds (not hi-performance): \$50/both
- B/RB exhaust manifolds 2806000 & 2843992 (hi-performance): \$200/both
- 8-bolt steel billet (RB) 143-tooth flywheel: new \$150
- 1970 440 6-barrel cast-iron intake manifold: \$375

Email: Greeniron32@aim.com
With notice, I can bring to a club meeting

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Smokehouse Jerky Co.
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Franco & Patti Fonseca, MCSD members



MARKET *Place*

See also page 11

PENTAGRAM AD INFORMATION:

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Published monthly / Deadline is the 25th of each month
secretary@moparclubsandiego.net

2 FOR SALE

Club members Patti and Franco Fonseca are selling two Mopars: both gorgeous, both convertibles. For more info and/or to schedule an appt: (985) 588-3876



Second owner of this beautiful 1966 Chrysler Newport convertible. Rarely seen car! 383ci, chrome bumpers, power brakes, power steering, TorqueFlite auto trans, Pitman arms, factory radio, black vinyl interior, electronic ignition— Much more! Call for more details. \$25,000.



This 1967 Dodge Polara 500 convertible is a fully-optioned, rare find in GREAT condition. 383 Magnum, factory A/C, Budd disc brakes, TorqueFlite auto trans, telescopic & tilt steering wheel, AM radio, MP3 Player Aux, plus power: bucket seats, windows, steering and convertible top. Grey w/black interior. Call for more details! \$28,000. Ask questions /make offer.

FOR SALE:



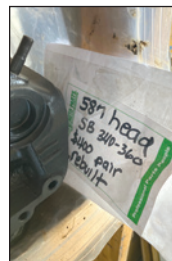
'72 Dodge Dart Swinger with everything new except the paint! New 408 Stroker motor with serpentine setup. Bad Ass! 727 trans, 8-3/4" rear end 489 case, 3:23 gears & Sure Grip, new axles & bearings, upholstery is all new Coachman products. Car titled as a '72, but door panel says built in '71. Has '71 grille & interior scheme. Touchscreen Pioneer stereo with navigation & Apple play. New rims, tires, rear brakes, weatherstripping, gas tank, fuel lines, brake lines & more! No expense spared. Have written appraisal for \$60,500. Let's talk!

Mschullo@att.net or 619-569-7093

ALSO AVAILABLE: Parts left over from the Dart's rebuild. Some rare parts, shifter linkage, working gauge cluster, console top plate, etc. For info, use above email or phone number.

FOR SALE:

340-360 Small block 587 heads
Rebuilt — \$250
Message: 858-204-6988



FOR SALE:

Bucket seats out of a '67 Satellite, and may fit any late '60s B Body with bucket seats. Complete and rebuilt by member Kyle Vanderstel, who has photos of the entire rebuild process. Asking \$900 for the pair.

kyle@vanderstel.us



Driver's Seat



Passenger's Seat



Driver's Seat



Passenger's Seat



Passenger's Seat



Passenger's Seat

Mobile Welding

Frame Connectors
Spring Relocation
Rear End Narrowing



Club Member
Steve Williams
619-988-0778



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619-823-2431
ralphV2431@gmail.com
Club Member