

# REVVING UP with Milton

The Newsletter of the Mopar Club/San Diego

# PentaGram

www.moparclubsandiego.net

FEBRUARY 2025

## Once-in-a Lifetime Opportunities Come Your Way

By: Milton Karahadian, MCSD President

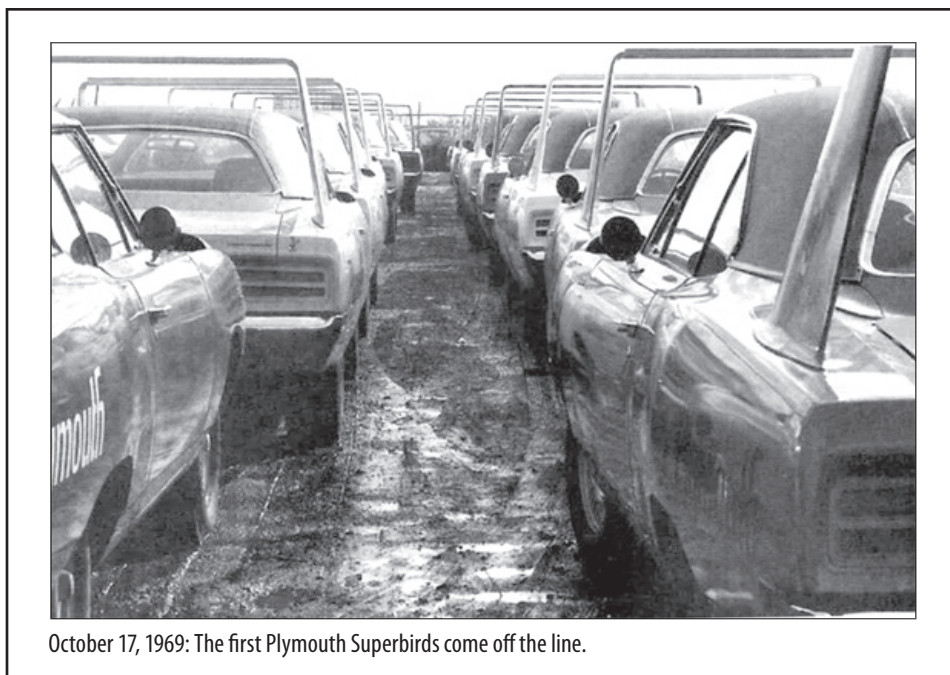
Most of us are familiar with the “aero cars” of 1969-1970 that dominated the NASCAR circuit, the Dodge Daytona and the Plymouth Superbird. But let me give you an edited version of the history, from TrustAuto.com.

Superbird was a short-lived Plymouth creation that left its marks on NASCAR history. Its vehicular life was so short that it only lasted a single production year (1970), with 1,935 units built.

The Superbird was based on the Plymouth Roadrunner. But, it was inspired by the Dodge Charger Daytona, another short-lived muscle car that died at the hands of NASCAR’s ever-changing rules.

That’s because both the Daytona and the Superbird were created to do one thing, win the NASCAR trophy. And winning, they did. These new “aero” cars raced to victory in 33 out of 48 races in the 1970 NASCAR season. Unfortunately, it was also that speed and supremacy that led to their demise, with NASCAR limiting engine size in 1971 as a response to safety concerns. It was an ironic ending that can happen when there’s too much success. Overnight, Chrysler axed the Superbird, and it would never again grace a showroom or a racetrack.

It was in 1968, while Dodge was still suffering on the race track that something else was going on with Plymouth. Or it’s more accurate to say “someone” else was happening. This person was Richard Petty, who was



October 17, 1969: The first Plymouth Superbirds come off the line.

Plymouth’s star NASCAR driver. And while he won 27 out of 48 NASCAR races in the 1967 season, he was still handicapped by the limits of the Plymouth Roadrunner.

Seeking to grab even more victories, Petty besieged Plymouth for a winged race car. But, that was something Plymouth didn’t have to offer. So, Petty said goodbye to Plymouth and hello to Ford. Suddenly, Chrysler had two big reasons for making winged cars.

That led to Dodge making the Daytona. And as it rallied on to success, Plymouth felt a need for its own version, as it hoped to win Petty back. But, Plymouth wanted an aerodynamic race car that didn’t have the ungainly looks of the Daytona. With this goal in

mind, they used Dodge’s research as a benchmark, but took a slightly different route.

And with an aero-centric car now added to Plymouth’s stable, Richard Petty saw an opportunity to triumph, and he came back to fold. His eight victories for Plymouth in the 1970 NASCAR season validated all of the efforts in creating the Superbird. But as we know, that happiness was short-lived.

When 1970 and the Superbird rolled around a year after the Daytona’s success, it was clear that Chrysler’s aero cars were insanely fast. The ability to approach or exceed 200 mph was a game-changer for racing. But this proved to be a big concern for

*Continued on page 3*

# MOPAR CLUB OF SAN DIEGO

EST. July 1993

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## Serious Street Cred . . .

By Paul Wake

I had been searching for a 1969 Motor Trend Car of the Year decal for some time. I was finding most years were available, except for 1969. I believe this was due to volume and infancy.

As an example, in 1967, the Mercury Cougar was the Motor Trend Car of the Year, with almost 160,000 produced. Yet it had only been around for one year. In 1968, the GTO was so-honored, but it had been around for four years, with 195,164 produced by the time it got the award.

In 1969, the Plymouth Road runner was awarded the Motor Trend Car of the Year, but at the time, only 125,724 had been produced since its introduction in 1968. Now, of course, there are not many '68-'69 Road Runners out there, and few know that it was the 1969 Motor Trend Car of the Year. Hence, the demand for the 1969 decals simply isn't that high compared to other Motor Trend Cars of the Year, and the decals are expensive to make.

I had been scouring the Internet to see what the decal would look like and then began searching for a vendor. I found one person who was making these in Germany a few years ago, but now no longer in business. But otherwise, no luck. Then I had an idea: I sent the picture of the decal to a Mopar buddy of mine in Pennsylvania ('66 GTX 440 and a '69 Hemi Superbird) who is also in the decal business. He made two of them for me. I kept one and gave one to my buddy, Rick, (the guy who gave me my car and has a '69 Hemi Road Runner). The decal is an exact replica of the decals awarded to Plymouth back in 1969. It's an interior decal, and he now sells them on eBay.



Paul Wake's '69 Motor Trend Car of the Year decal on his '69 Road Runner

**Website:** [moparclubsandiego.net](http://moparclubsandiego.net)  
[Facebook.com/MoparClubSanDiego](https://www.facebook.com/MoparClubSanDiego)

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PO Box 420076, San Diego CA 92142-0076

Mopar Club of San Diego is a member  
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# Once-in-a Lifetime Opportunities . . .

*Continued from page one*

NASCAR as safety technology had not yet caught up to these speeds. Plus, neither the tires nor brakes were engineered for 200 mph.

With this in mind, NASCAR introduced new rules to limit the performance of aero cars. These steps included reducing engine displacement to 350 cubic inches. Larger displacement was permitted, but this had to be offset with additional weight. It was a new formula that just wouldn't work for the Superbird, and Plymouth axed the car shortly afterward.

The dropping of the Superbird from racing is also tied to the discontinuation of production of the street-legal version.

Unfortunately, the Plymouth Superbird was not very well received in the general market (another reason the brand was reluctant to carry on with the Superbird beyond its first year). Just like the Daytona, the Superbird looked weird to the average buyer. It wasn't very practical from a daily driving perspective, and it was expensive to insure. In other words, it didn't make much sense to own a Superbird. Most of them sat in dealerships, collecting dust. And some dealers even went so far as to remove the nose and wing and sell the car as a Roadrunner.

Unlike today, when the Superbird is arguably the holy grail of classic American cars, it was thought of as an ugly duckling in its day.

Inside, the Superbird was similar to its Roadrunner stablemate, with a clean and straightforward cabin, the hallmark of 1970's styling. Buyers could choose from bench seats in both rows or swap out the front bench for bucket seats. Cleverly, to cut down on painting time, Plymouth made the vinyl top standard equipment.

Starting prices for the Superbird began at \$4,300 (about \$30,400 today), and the car was available in seven colors.

Among the engine choices was the NASCAR 426 Hemi that was usually paired with a four-speed

manual transmission, but the Chrysler three-speed Torqueflite automatic was an option. Two versions of the 440 Super Commando V-8 were also available, with either 375 or 390 horsepower.

So, why have I given you this history lesson?

When I was growing up in Northern California, my friend and I would ride our bikes down to the Chrysler Plymouth dealership and drool over the muscle cars on the lot, all decked out in high-impact colors. A salesman who lived across the street from us would bring home different cars from the dealership each day. One of those cars was a Petty Blue Plymouth Superbird. As a 10-year-old, Mopar-loving kid, I'd see that car parked across the street, and I couldn't stop thinking about it.

Fast forward to the late '90s—I knew there was a Superbird out there somewhere for me. I just hadn't found it yet. For years, I kept a picture of a Superbird in my wallet. Every now and then, I'd pull it out and ask people in different cities if they'd ever seen one. About five years ago,

## TRIVIA QUESTION

Why did Chrysler have to buy back every 1970 Plymouth Superbird sold in the state of Maryland?

*Answer at bottom of this page*

after countless dead ends, I gave up asking. I even took the picture out of my wallet, thinking it was never going to happen. Plus, with prices skyrocketing, it seemed even more impossible.

Then, in early October last year, I got a tip—there was a Superbird (photo at left) in North Park, San Diego. After three months of negotiations and the blessing of an inheritance, I was able to buy the car. It's rough and needs some work, so I'm holding off on a big debut until it's ready. But here's what I'll tell you: it's B5 Blue, 440 4-barrel, manual transmission, with black bucket seats and a console.

This was a once-in-a-lifetime opportunity.

*Mopars Forever,  
Milton*



*Trivia Answer: Because the state of Maryland had a front bumper requirement, which Superbirds do not have. Then they were shipped to and resold in Florida  
(Trivia shamelessly picked up from Inland Mopars' newsletter)*

## ***SAY WHAT?? Oh, do let it be so!***

# Stellantis Hits the Brakes on EVs, Brings Back Internal Combustion Power for Charger and Challenger

Jan 22, 2025 *PowerNation.com*:

In a move that's bound to make muscle car fans smile, Stellantis is shifting gears and bringing internal combustion engines (ICE) back to the Dodge Charger and Challenger. The automotive giant, which had previously put all its chips on electric vehicles (EVs), is now rethinking its strategy and reviving the rumble that made these cars legends. And if that's not enough to get your engine revving, the decision is also set to create thousands of new jobs in the process.

### **Why the Sudden Change at Stellantis?**

Stellantis' pivot comes as market trends and consumer demand indicate that America isn't quite ready to let go of its beloved gas-powered muscle cars. While EVs are gaining traction, the passion for the sound, feel, and raw power of traditional V8s and turbocharged six-cylinders still runs deep. Feedback from the loyal Dodge community played a crucial role in this decision, with many enthusiasts expressing concerns about losing the heart and soul of their favorite rides.

### **What This Means for the Charger and Challenger**

The return of ICE means that upcoming versions of the Dodge Charger and Challenger will once again pack serious heat under the hood. Expect to see the return of powerful HEMI V8s and perhaps some modernized inline-six turbo options. While Dodge had teased electric versions of these iconic nameplates, the latest reports suggest that internal combustion will remain an option for those who crave the growl and performance that made the Challenger and Charger household names.

On the design front, Dodge is rumored to blend classic muscle car styling with modern performance tech, ensuring that these models not only perform but also look the part. Whether it's aggressive widebody kits, functional hood scoops, or retro-inspired interiors, the upcoming models promise to be a hit with both old-school gearheads and new-generation muscle car fans.

### **Jobs on the Rise**

Stellantis' decision isn't just good news for enthusiasts; it's also a big win for the job market. The automaker is planning to ramp up production at its North American plants, with estimates suggesting thousands of new jobs will be created to meet the demand for the returning ICE-powered models. This move not only secures the future of Stellantis' workforce but also injects new life into local economies reliant on automotive manufacturing.

Production facilities in Detroit and surrounding areas will see an uptick in hiring, training, and expansion as the company shifts focus. From as-

sembly line workers to engineers and designers, the muscle car revival is creating opportunities across the board.

### **What About Electric Vehicles?**

While Dodge isn't abandoning EVs altogether, development is reportedly taking a backseat—for now. The company still sees electric power as a vital part of its future strategy, but it's opting to take a more measured approach. Expect to see hybrid options or electrified performance models down the line, but for now, it's all about keeping the muscle car tradition alive.

Many experts believe this pause allows Stellantis to reassess battery technology, infrastructure challenges, and customer readiness before making a full-scale shift to electric. With the performance EV market still in its infancy, Dodge appears to be playing it smart by sticking to what it knows best—building brutally fast, loud, and exciting cars.

### **Looking Ahead**

For Dodge fans, this announcement is nothing short of a dream come true. The return of internal combustion in the Charger and Challenger ensures that the legacy of American muscle cars lives on, at least for the foreseeable future. Whether you're a die-hard Hemi fan or just someone who loves the roar of a powerful engine, the future looks bright—and loud.

## **But if EV gets your motor hummin' ...**

*Member Tom Tammone, of San Diego Chrysler Dodge Jeep Ram, shared this photo of the new electric Charger Daytona Scat Pack, about to go out on the lot January 20, with a \$82,175 "loaded" price (Base price: \$64,995). Color: White Knuckle w/black interior*



# The back story, or how I came to purchase my Road Runner (and keep it for 46+ years)

By: Paul Polentz



First off, I didn't get my Mopar loyalty from my Dad. He owned, at various times, products from GM, Ford and Chrysler. The first car I have memories of was a '37 Plymouth, albeit just photo of it. Next came a '49 Chevy, and our family car was a '50 Plymouth 4-door.

In 1963, he bought a Ford Galaxy 500 with a 390 cu in. engine under the hood. And that was after looking at Pontiacs the year before. He didn't look at Chrysler again til after I had the Road Runner. Even then, he couldn't get the '71 Chrysler he wanted. He eventually bought, of all cars, a '72 Camaro SS 350.

No, I came by my love of all things Mopar from a childhood buddy who at the time had a '68 GTX 440 4-speed.

In the mid 60's, my first car was my Mom's '56 Mercury. Dad had bought her a '66 Comet (over-powered with a 390 and under-braked with 9-inch drums) to replace the Merc. However, I didn't get the car til I tore apart and rebuilt the engine under Dad's watchful eye. Only then was I allowed to drive it. Dad wanted me to know about the mechanics of a car as well as how to handle one behind the wheel. Smart man.

Jump ahead three years to summer '68. After three years driving the Merc, I began thinking about another

ride for myself. I was two years out of high school and attending San Jose State. I looked at Fairlanes and Comets (because of Dad's '63 Ford), and those were the used cars I figured I could afford.

Then I got a ride in my buddy's aforementioned GTX. I was hooked. Soon after, I saw my first Road Runner on the road. It was a '68, if memory serves? Oh, how I wanted one of those! Reality reared it's head and even though I had saved my summer jobs' money, I couldn't afford a new car. Even at 1969 prices.

Dad came to my rescue: "I'll make you a deal if

you want a new car. I'll pay half and loan you the other half, and we'll buy you what you want. You will make regular payments to me to pay off the car."

With that I set out to find my Road Runner. Within a couple of weeks I found it: a Butterscotch-colored 383 4-speed. It was a demo, but I didn't care. I wanted that car. Bought it the last day of June, 1969, and have owned it ever since.

I often said the only reason I still have Road Runner is that I never bothered to sell it. Actually, I'm glad thoughts of selling it never really entered my head, or I wouldn't have what I have now. All the abuse I heaped on that Mopar, including racing it at Carlsbad Raceway many years, it's now better than it was when I bought it — thanks to Aaron Bourdage and Marc Viau, at Viau Motorsports. That's my story, and I'm sticking to it.



# SHOWING & Sharing

## Mopar Club SD Cars & Coffee: Jan .25



## North County Cruisin'

Some of our North County members enjoy a little Saturday cruisin' once or twice a month. On Jan. 3, it was to Lake Elsinore, where Woody Widman, Curt Bogdan and Steve VanderSchaff parked their Mopars next to a Montana-plated Ferrari F40 in the Jack's BBQ parking lot (dirt!). With the arrival of the Mopars Woody says: There goes the neighborhood!



Bottom two left photos were taken during a Jan. 10 cruise to Double Peak in San Marcos, with its expansive views all the way to Mexico. With their Mopars, from left in bottom photo, were Curt Bogdan, Tony D'Agostino, Don Bone, Julie and Woody Widman, George Bittle and Beth, Kay and Jim Signorelli and Steve VanderSchaff.



Immediately above and below: On Feb. 3, it was a back-country cruise that ended at Kay and Jim Signorelli's home in Ramona. Mopars above belong to Roy Stinson, Curt Bogdan, Julie and Jeff Walker, Woody Widman and Steve VanderSchaff. Below, Jeff, Woody, Steve, Roy and Curt.



# MEMBER News Bits

Out  
&  
About



Mopar Club President Milton Karahadian and wife, Chavonne, took a selfie during a recent visit to Arches National Park, near Moab, Utah. The park has more than 2,000 natural stone arches, hundreds of soaring pinnacles, massive rock fins and giant balanced rocks. On this day, left, it also featured a Mopar near-mirror image of one of the pinnacles!



Above, Kathy Silcott at the 75th Grand National Roadster Show held Mar. 31-Feb. 2 in the Pomona Fairplex, taking advantage of a ride certainly quite a change from her 2021 Challenger SRT Hellcat Red Eye Wide Body. Below, she gets an autograph from Gene Winfield, automotive customizer and fabricator, on the case of one of the movies he worked on as a special effects artist, including Blade Runner, The Last Starfighter and RoboCop.



Left, Paul Wake shares this numbers-matching Road Runner sighting in Mesquite, Nevada. He says he's "not sure if this little guy has a 383, 440 or a Hemi, but he sure was fast!"



# MEMBER *NewsBits*

Member Sheri Hendrickson was hanging out with Grave Digger Monster Truck at the Dixieline Lumber in National City recently, helping to promote the coming Monster Jam, and representing Mopar Club SD.



## Tribute to a former member

Former member Ted Montano passed away Dec. 24, 2024, and his wife, Polly, asked that this we share this information:

A visitation will be held Friday, Feb. 21, at St. Pius X Catholic Church, 1120 Cuyamaca Ave., Chula Vista. Viewing will be from 9:15-9:45am and mass from 10-11am. There then will be a procession to Miramar National Cemetery at 5795 Nobel Dr., San Diego, where he will be laid to rest with honors during a noon ceremony. Afterwards, a Celebration of Life will be held at American Legion Post 282, at 8118 University Ave., La Mesa.

In honor of Ted's passions and signature aesthetic, those attending are encouraged to wear "Diego Ted Racing", Mopar, Harley Davidson or classic Americana t-shirts. And if you wish, drive your classic car to the services, a fitting tribute to Ted's memory.



The Grave Digger in full glory and totally dwarfing the folks passing by it, on display at Dixieline Lumber in National City to promote the Monster Jam.



Sheri Hendrickson coordinated another promotional event, this time at Fox 5 News, to help bring attention to Charger Steve's Auto Swap & Car Show, again representing Mopar Club SD.

Transmission is a little ruff. Growls in 3rd, whines in 4th.



## Thank you to everyone who submitted items for this issue . . .

Chris Evans, Sheri Hendrickson, Chavonne and Milton Karahadian, James Maxwell, Paul Polentz, Kathy Silcott, Tom Tammone, Chris Von Olhausen, Paul Wake, Jeff Walker, Julie Walker, Woody Widman and former member John Boville (now in Arizona)

# LET'S GO *& show*

## Check for event updates & additions:

[www.sandiegoassociationofcarclubs.org](http://www.sandiegoassociationofcarclubs.org)

Facebook: @San Diego Association of Car Clubs

[www.socalcarculture.com/events.html](http://www.socalcarculture.com/events.html)

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

## CAR SHOWS

### Sat, Feb 22: Broken Yolks for Car Show Folks, 8am-2pm

2963 Jamacha, El Cajon / Info: 619-201-8207

### Fri/Sat/Sun, Mar. 7-9: Muscle Cars at the Strip (MATS)

These are the dates for this year's Muscle Cars at the Strip (MATS) in Las Vegas. Visit MATSLV.com for information on tickets, hotel, vendor spaces, racing and showing info and more.

### Sat, Mar 15: Revved Up for Students Car Show, 9am-noon

Grace Christian Church, 643 W. 13th Ave., Escondido  
All vehicles, all years, \$30. T-shirts, raffle, food. No pets or alcohol. Register online at [graceschoolescondido.org](http://graceschoolescondido.org)  
Info: [belliott@gracelcms.net](mailto:belliott@gracelcms.net) / 760-747-3029 Ext. 7105

### Sun, Mar 16: Motors 4 Music Car Show, 9am-12:30pm

San Marcos High School, 1615 W. San Marcos Blvd.  
[www.sanmarcosbands.org/motors-for-music](http://www.sanmarcosbands.org/motors-for-music)  
Music, trophies, food trucks, and more

### Sat, Mar 29: Shifting Gears Rally/Poker Run, 7:30am-3pm

SD Auto Museum's fundraiser for Ignite Academy, leaving from 8630 Argent St., in Santee, and ending at Deer Park Winery & Auto Museum (north of Esc). Scenic rally, poker run, car show, raffle and food vendors. Come for the rally and poker run or just come to Deer Park at 11 for the festivities. \$75 per car (1-2 persons) <https://sdautomuseum.org/pages/shifting-gears-rally>

### Fri-Sun, Apr 4-6: Del Mar Nationals

SD County Fairgrounds, Del Mar  
<https://good-guys.com/dmn>

### Sat, Apr 19: East County Cruisers Summer Fling, 9am-1pm

Dianne Jacob Lakeside Equestrian Park  
11055 Moreno Ave., Lakeside  
All vehicles, all years. \$25 before April 11 or \$30 day of  
[Eastcountycruisers.com](http://Eastcountycruisers.com) or call 619-201-8207

### Sun, Apr 25-27: La Jolla Concours d'Elegance

La Jolla Cove / <https://www.lajollaconcours.com>

### Sun, May 4: Motorcars on MainStreet 2025, 10am-3pm

Coronado-Vintage and classic vehicles invited.  
\$50 before April 10 includes t-shirt and raffle tix  
<https://coronadomainstreet.org/motorcars>

### Fri-Sat, May 9-10: Over the Hill Gang Streak

Campland on the Bay, 2211 Pacific Beach Dr.  
[othgsd.streak@aol.com](mailto:othgsd.streak@aol.com)

### Sat, May 17: Run to the Hills Car Show, 9am-3pm

Old Highway 80 / Info: 619-504-2682 - <https://liahcc.com>

### Sun, May 18: Mopars in May . . . info to come

23rd All-Chrysler Car & Truck Show, Swap Meet and Toy Drive, Southwest Carpenters Training Center, Shelby Street in Ontario, CA, hosted by our sister club Inland Mopars. Judges needed.

### Sun, May 18: Eye Candy Car Show, 7am-2pm

Pal Joey's, 5147 Waring Rd, SD  
Music, raffles, awards / \$35  
[bldngsd@san.rr.com](mailto:bldngsd@san.rr.com) / Info: 619-0980-6699

### Sun, May 25: Fallbrook Vintage Car Show, 10am-3pm

Downtown Fallbrook  
[www.FallbrookVintageCarClub.org/carshow/](http://www.FallbrookVintageCarClub.org/carshow/)

### Mon, May 26 (holiday): SD Auto Swap/Car Show, 6am-1pm

Pechanga Arena, 3500 Sports Arena Blvd, SD  
[carshowcalifornia.com](http://carshowcalifornia.com) / Info: 619-201-8207

### Sat, Jun 14: VANC Car Show, 9am-2pm

VANC (VA North County), 1617 Mission Ave., Oceanside  
Proceeds benefit veterans and military All vehicles, all years  
\$30 in advance or \$50; [vanc.me/car-show](http://vanc.me/car-show) or 760-722-1277

### Sat, Jun 14-15: Fords & Friends Car Show

Saturday 5-7pm / Sun 9am-1pm  
345 N. Magnolia Ave., El Cajon  
Parking around Indian Motorcycles and Motoworld  
[PickupsUnlimitedSanDiego.com](http://PickupsUnlimitedSanDiego.com) / Info: 619-454-1321

### Sat-Sun, Jun 14-15: Shadow Mtn Church Father's Day Show, 9am-1pm

Saturday 5-7pm / Sunday 8am-1pm  
2100 Greenfield Drive, El Cajon  
[shadowmountain.org](http://shadowmountain.org) / Info: [stepharr@cox.net](mailto:stepharr@cox.net)

### Sat, Aug 23: Mopar SD's All-American Car Show, 8am-2:30pm - All hands needed!

Seaport Village Embarcadero North, downtown SD

## CARS & COFFEE EVENTS

### WEEKLY:

#### Saturdays

**Bonita:** 7-9am, Bonita Donuts, 4414 Bonita Rd

**Carlsbad:** 7-9am, 7130 Avenida Encinitas

**Pt. Loma:** 7:30-10am, 2230 Shelter Island Drive

# Club Doings

## Feb. 22 Visit to Mopar Ranch (caravan info & corrected phone number)

We are invited to join our our sister club, Inland Mopars, for a visit to Mopar Ranch in east San Diego Feb. 22. This is the same date as the club's monthly Cars & Coffee at Pathways Church in Santee (7-9am). Come for Cars and Coffee or come by 9:30 and join the caravan to Mopar Ranch to see an amazing collection of personally restored Mopars of the 60s and 70s. Terry, a retired 37-year Naval engineer, also has an incredible collection of military photographs and artifacts, including the wheelhouse of a WWII class Destroyer, an ICBM rocket, and more. The corrected number for Mopar Ranch event info: Mike Keller: [951-212-0817](tel:951-212-0817) or email [limedust70@gmail.com](mailto:limedust70@gmail.com).

## North County Food Bank Service Date

Member Sheri Hendrickson is looking for 10 volunteers to join her MCSD team that will pack food on March 1 for a couple of hours, at the North County Food Bank in Carlsbad. Each person signing up must register online for this event. Contact Sheri for signup info at [www.FineRidesandFriendsCarShows@yahoo.com](mailto:www.FineRidesandFriendsCarShows@yahoo.com).

## 2025 Dates for our Cars & Coffees

Mopar Club SD's next Cars & Coffee will be Sat., Jan. 25, 7-9am in Santee, now in the south end of the parking lot in front of Pathways Church, 9636 Carlton Hills Blvd. These will continue the 4th Saturday of the month:

Feb 22 —Mar 22—Apr 26—May 24—Jun 28

Jul 26—Aug 23\*—Sep 27—Oct 25—Nov 22—Dec 27

\* *This date may change since it also is the date of our 2025 All-American Car Show*

## Shifting Gears Rally & Poker Run

SD Automotive Museum's annual Shifting Gears Rally and Poker Run will be Sat., Mar. 29, and is a fundraiser for the museum's Ignite Academy for young persons interested in an automotive career. The event begins at 7:30am from the Ignite campus in Santee, 8630 Argent St, and will end at Deer Springs Winery and Auto Museum north of Escondido. Join the rally and poker run, or meet at Deer Park at 11 for the afternoon activities. For info: <https://sdautomuseum.org/pages/shifting-gears-rally>.

## SAVE these DATES for Club Doings

- March 1: North County Food Bank food packing
- April TBD: K-1 Speed cart racing event
- May 18: Mopars in May car show-MCSD judges needed
- June 7: Feeding San Diego food packing
- June 21: S'mores Picnic, Mission Bay area
- August 23: Our All-American Car Show at Seaport
- September 6: Feeding San Diego food packing
- October TBD: Dyno Day
- December TBD: Club Christmas party
- TBD: Visit to Petersen Auto Museum

## Cars & Coffees . . .

*Continued from page 9*

### Sundays:

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

### BI-MONTHLY & MONTHLY:

#### 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., Suite B

#### Fourth Saturday:

**Santee:** Mopar Club SD Cars & Coffee, 7-9am  
9626 Carlton Hills Blvd. / Pathways Church parking lot

#### Second & Fourth Saturdays:

**San Clemente:** 10:30am, Judge Brewery, 924 Calle Negocio, Suite C

#### Third Sunday:

**Balboa Park:** 7:30-9:30am, SD Automotive Museum,  
2080 Pan American Plaza

**La Mesa:** 7-9am, La Mesa Blvd, between Spring and 4th streets

#### Fourth Sunday:

**Chula Vista:** 11:30am-2pm, Black Angus, 707 E St.

## 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>

## Mopar Online Connections

*Some options for connecting online with other Mopar folks with Mopars like yours or for information, suggestions and assistance regarding Mopars:*

A Bodies: [www.ForABodiesOnly.com](http://www.ForABodiesOnly.com)

B Bodies: [www.ForBBodiesOnly.com](http://www.ForBBodiesOnly.com)

C Bodies: [www.ForCBodiesOnly.com](http://www.ForCBodiesOnly.com)

E Bodies: [www.ForEBodiesOnly.com](http://www.ForEBodiesOnly.com)

Modern Challengers: [www.ChallengerForumz.com](http://www.ChallengerForumz.com)

separated by Hellcat, Scat Packs, etc., and

includes a section for classic Challengers

Chargers, modern+classic: [www.ChargerForumz.com](http://www.ChargerForumz.com)

*Note: You can read these online boards for free, but you must join to post (free) — or pay the annual fee and lose the ads!*

*For the A,B,C,E Boards: \$50 / year*

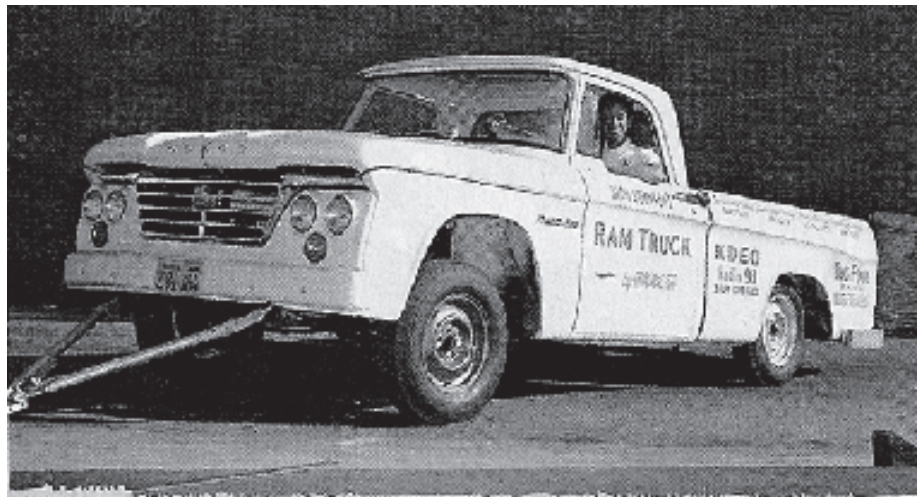
*For ForumZ Boards: Various levels*

*If you know of other helpful boards, do share!*

## Remember when?

The first generation Dodge Ram trucks and vans were introduced in October 1980. And drag racing's Pro Stock class for trucks was created in 1997.

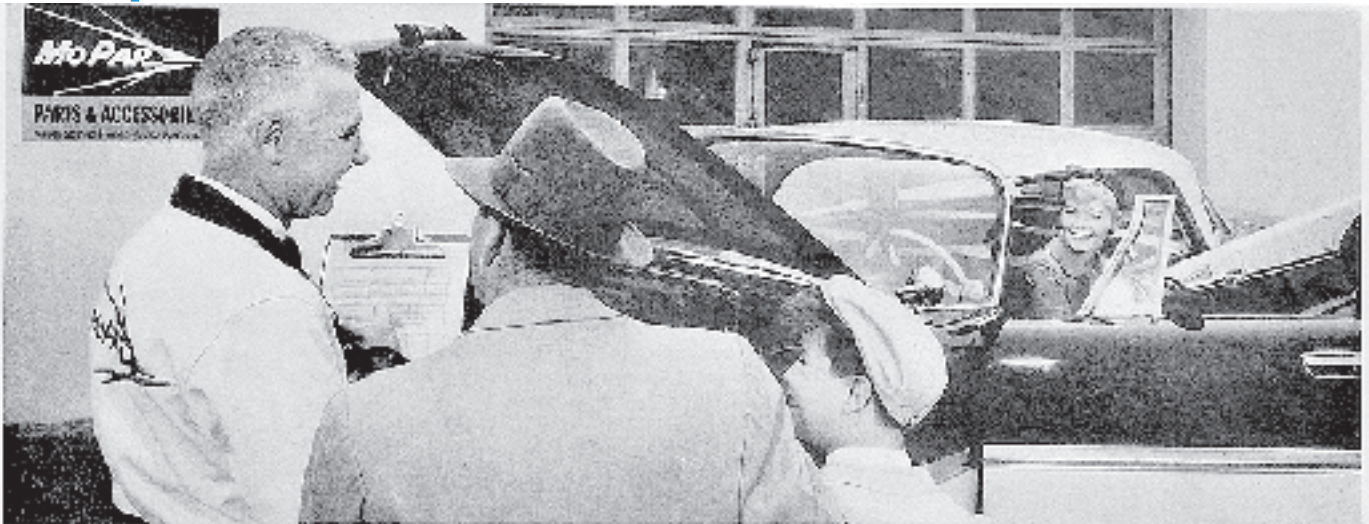
However, in 1963, San Diego Radio KDEO disc jockey Dick Boynton contracted the famed Dragmaster chassis company to construct the "Ram Truck," at right, a Dodge D-100 powered by a 420hp 413 Max Wedge. Though it weighed 3,900 pounds (with 70 percent of that over the front wheels), the pick up ran easy 12.95s at 110.80 mph in B/Factory Experimental.



### > FEBRUARY 7

Possibly the oddest oddball combination ever to succeed in Factory Experimental competition, the Ram Truck built by Dragmaster Co. for San Diego disc jockey Dick Boynton had recently run 12.69/109.75 and gone to the Winternationals' B/FX trophy dash (losing to a car that was subsequently disqualified by NHRA). The huge Dodge was powered by a dual-quad 413 and equipped with fiberglass front fenders and doors and a hood that enabled relocation of 140 of its 3,735 pounds rearward, via ballast. (See May '63 HRM, pg. 48: "Quarter-Mile Hauler.")

## Mopar/MOPAR/MoPar: Whichever, this is a fun look back



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## FOR SALE

Contact member Doug Weast  
 weast440@gmail.com /760-481-5696  
 for info about either or both:



Completely custom '70 Challenger. 440 bored and stroked, hi-performance parts, A/T, P/B, power R&P. Vintage Air, custom paint and graphics. Back Half Car. Too many details to list. \$69,900.

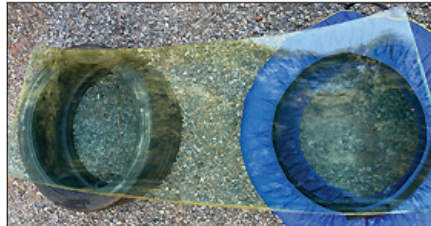


1966 Dodge Charger, 440cu, A/T, P/B, P/W. Some new parts. Digital instrument panel. No A/C or radio. Custom paint. \$19,900.

## FOR SALE



Mopar 8-3/4 pumpkin—includes 489 case, sure grip, 4:30 gears (43-tooth ring/10-tooth pinion), large U-joint yoke (I think ID measures 1-1/8in). Purchased at the Van Nuys show and used briefly in our Barracuda. 4:30s are just more than we need at this point. There is a bit of whine when letting off the gas. \$650 OBO



1969 Barracuda FB windshield, likely fits 67-69 Barracudas. Good condition, no cracks, but few light scratches. I don't see any Mopar part numbers or other identities so it might be aftermarket. \$25

Member Craig Fenstermaker  
 craigfen@gmail.com (located in Vista)

## 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  
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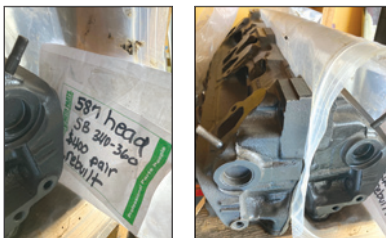
## FOR SALE

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



## FOR SALE:

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



## FOR SALE:

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- RB 'LY' - MS3049 connecting rods (8), resized, balanced, Moly rod bolts: \$75/all
- B/RB exhaust manifolds (not hi-performance): \$50/both
- 8-bolt steel billet (RB) 143-tooth flywheel: new \$150

Email: Greeniron32@aim.com  
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