



# NEWS

## Upcoming Events

- **CCM General Meeting**  
**Tuesday December 1**  
cancelled
- **Shriners Toy Run**  
**Sunday December 6**
- **Bunch Brunch?**  
TBA
- **CCM Board Meeting**  
**Tuesday December 15**  
TBA
- **The Lunch Bunch**  
TBA

*Cap City Mopars has cancelled all our events including the June Car Show, due to the Covid-19 pandemic. Future events are uncertain, so please be sure to "check in" with every event prior to coming out. Some health organizations are projecting we should continue to practice 'safe space' into next year. Other sources warn this may be the norm for as long as 18 months.*

*Please follow recommendations and stay safe. Please watch the CCM Newsletter and website for future announcements.*

*Even if we can't meet, it's important to stay in touch with your fellow CCM members by phone, e-mail, text.*

**Don't be a stranger.**

### Membership Renewal Time - 2 Years for the Price of One !!

Hey! It's time to renew membership for CCM 2020! If you renew your Membership in the month of December (only), you pay one year's dues and get 2 years of CCM Membership. Richard is ready and waiting to receive a new membership form from you! Membership renewals provide the club with accurate metrics of our family growth. Though it may seem redundant, new applications are needed every year. E-mail, home addresses and even phone numbers can change or perhaps you added another Mopar to your stable. No matter what, the club is waiting to hear from you. You'll find the Membership Form on page 7 of this Newsletter.

### **Ram celebrates 75 years of the Power Wagon**

In 1945, Dodge offered buyers four-wheel-drive pickups direct from the factory, a first for mass-produced pickups. To highlight 75 years of its off-road legacy, Ram is offering a special edition of the 2021 Ram Power Wagon.

If you're not familiar with the latest versions of the Power Wagon, you can think of them as the Wrangler Rubicon of the Ram truck family. The Ram 2500 already comes with solid axles front and rear on coil-spring suspension, but the Power Wagon adds electronic differential lockers front and rear along with an electronic front sway bar disconnect for better articulation. There's also a Power-Wagon-exclusive front bumper that houses a 12,000-pound Warn winch filled with synthetic rope.

These features make the Power Wagon the most trail-ready full-size pickup on the market and a favorite among overlanders. If there's one downside to the Power Wagon, it's that the winch mounting makes it impossible to mount the intercooler from the venerable Cummins diesel, meaning you'll have to do with 410 hp and 429 lb-ft of torque from the 6.4-liter Hemi V-8. The horror!

Available in a dozen exterior colors, this

commemorative-edition Power Wagon adds a "Power Wagon 75 Years of Service" door emblem, a black mesh grille, rock rails, and 17-inch beadlock-capable wheels mounted with 33-inch tires. The 75th anniversary badging will continue inside the Power Wagon, where Mountain Brown leather bucket seats feature "Power Wagon 75" embossed just below the headrest. Off-road pages in the 12-inch screen in the center stack show pitch and roll angles, sway bar and differential locker status, and the transfer case position.

While the 2021 Ram Power Wagon can be had for \$55,230 in a less luxurious base model with cloth seats and 8.4-inch center display, the 75th Anniversary Edition has an MSRP of \$66,945. If you'd like to have the ultimate in off-road full-size pickups, you won't have long to wait—the 2021 Ram Power Wagon 75th Anniversary Edition will be at dealerships before the end of the year.





*Member: Association of California Car Clubs & California Automobile Museum*

## GENERAL MEETING

December 1, 2020

### Board of Directors

#### Officers

President - Bob Berry  
Vice President - Mike Allen  
Secretary - Cindy Lenz  
Treasurer - Norm Benedict

#### Directors

Car Show Coordinator - vacant  
Editor - Mark Perry  
Membership Director - Richard Teerlink  
Activities Coordinator - John Riordan  
Web Master - Anthony Garcia

#### Staff Members

Sales – John Riordan  
Competition - Michael Moore  
Legislative Coordinator - Horace Tutt  
Sunshine Coordinator - Cindy Lenz

Property Manager - Norman Benedict -  
Publicity - Norman Benedict  
Historian - Norman Benedict  
Member(s) at Large - John Gerson  
Steve Archer

**Call Meeting to Order: 7 PM**

**Roll Call**

**Introductions:** New Members and Guests

**Guest Speaker:**

**Minutes:** Secretary

**Reports:**

1. Treasurer
2. Newsletter Editor
3. Membership
4. Web Master
5. Legislative
6. Competition
7. Activities
8. Car Show - vacant

**Club Business:**

**OLD:**

1. The museum is closed again.
2. Shriners toy run is scheduled for Sun. December 6. Contact Bob (916-716-9385) if you can participate.
3. Election of 2021 Officers results: 2020 Officers will continue into 2021.

**NEW:**

- 1.
- 2.
- 3.

**TABLED:**

1. Car show coordinator position - vacant
- 2.

**Announcements:**

1. Mopar Day in the Park 27 - Sat. June 26, 2021
2. Shriners toy run - collecting all year

**Open Forum / Bench Racing**

**Raffle**

**Adjourn**

*This months  
meeting is  
cancelled due  
to Museum  
closure and  
COVID 19*

2020 Calendar  
(tentative)

**Jan.** - Happy New Year  
- Brunch Sun 26

**Feb.** - Brunch Sun 23

**March** - Brunch Sun 15

**April** - Brunch Sun 19

- ACCC Conference,  
Wed-Thur, 22-23

- CCM host lunch Wed 22

- Lunch Bunch Wed 29

- Nevada City / Empire Mine  
cruise Sun 26

**May** - Maxwell car show, Sat 16

- Brunch Sun 17

**June** - Mopar Day in the Park 27,  
Sat 27, 2020

**July** - ?

**Aug** - ?

**Sept** - Mopar Shootout, Sat 26

Carmichael park picnic, Sun 13  
ACCC conference, Wed-Thur

**Oct** - Poker Run

Nov - CAM potluck, Sun 29

**Dec** - CCM Holiday Party, Sat 5  
- Shriners Toy Run, Sun 6

Lunch Bunch - TBA

Brunch Bunch - TBA

## **THE The Fly Buys The Mammoth: Chrysler and Dodge Brothers**

*courtesy Mike Sealey, Allpar*

History does not tell us about Walter P. Chrysler's abilities as a poker player, but his approach to Dodge Brothers suggests he may well have been quite good.

### **The rise of Dodge Brothers**

Dodge Brothers had started as a machine shop; they made engines for the first mass-produced Oldsmobiles, and did most of the assembly of the earliest Fords under contract, before building the cars bearing their own names in 1914.

Dodge Brothers did not have a truck line for some time; their first was a purpose-built ambulance for US forces in World War I, which became a factory-built pickup in 1918.

Both brothers died in 1920 - John in January, Horace in December. The Dodge widows promoted Frederick J. Haynes to run the company; he proved to be a good choice.

Just one year later, Dodge Brothers entered a joint venture to produce Graham Brothers trucks using Dodge Bros. mechanicals, selling them at Dodge Bros. dealers.

### **After the Dodge brothers**

In 1925, the widows sold the company to investment bankers Dillon, Reed & Co. for \$146 million, an astronomical sum in that era - a new Ford sold for less than \$300. In 2015, that would be roughly \$2 billion.

Dillon, Reed likely bought Dodge Brothers to sell it, but Dodge Brothers not only continued to run at a profit afterwards, but bought Graham Brothers in 1926. The purchase allowed all truck manufacturing to be consolidated under the Dodge Brothers name.

After building parts for other manufacturers, Dodge became a colossus, especially as most automakers bought a much higher percentage of components from outside suppliers. Dodge

had an enormous plant complex in Hamtramck, Michigan (known as "Dodge Main" until it was torn down in 1980), with its own foundry, hospital, and even its own telephone exchange.

Dillon, Reed had a pretty good idea of what it had, and had no intention of letting it go cheaply.

### **Walter Chrysler enters the picture**

Chrysler Corporation, still not much larger than Maxwell Motors, which it essentially had been, was a fly on the wall by comparison. Walter Chrysler needed Dodge's foundry and production capacity if he was ever going to come close to General Motors and Ford.

Unlike GM, which acquired more than thirty different car, truck and tractor manufacturers before settling down with the six core car divisions, or Ford, which seems to have acquired Lincoln as much for Henry I to punish Henry and Wilfred Leland as anything else, Chrysler needed Dodge, and Walter Chrysler never acquired any other existing makes. Indeed, he had killed Chalmers not long after his Chrysler car was launched, and the new Plymouth brand was essentially a continuation of the "Good Maxwell" Four - he killed off the Maxwell name at the end of 1926.

Walter Chrysler's scheme for getting Dodge was quite possibly his most audacious act since buying his first car (a Locomobile) that he could hardly afford.

Companion makes were in the news at the time, including Hudson's Essex, Willys-Overland's Whippet, Cadillac's LaSalle, and Oakland's Pontiac, which outlived its parent by around seven decades. Buick had the lower-priced Marquette in the wings, and Oldsmobile was preparing the Viking, which was actually higher priced than its parent car. Most of the GM companions were aimed right at Dodge's segment of the market, which had to have made Dillon, Reed somewhat less than comfortable.

Into this fray stepped Walter Chrysler, with three new brands - though, admittedly, one simply replaced Maxwell. This was Plymouth, which was hardly in Dodge Brothers' turf.

Dillon, Reed was likely far more unnerved by the other two introductions; a new lightweight six-cylinder car, the DeSoto, which sold right below Dodge Brothers in price, and Fargo trucks, aimed at the Dodge Brothers truck line.

In his excellent biography of Walter P. Chrysler, Vincent Curcio wrote that DeSoto and Fargo were created mainly to intimidate Dillon, Reed into selling Dodge Brothers - and it worked. They sold out in 1928 for \$170 million (in 2015 dollars, \$2.4 billion), short of their asking price but still at a large profit - not even counting the profits made by Dodge Brothers in their three years of ownership.

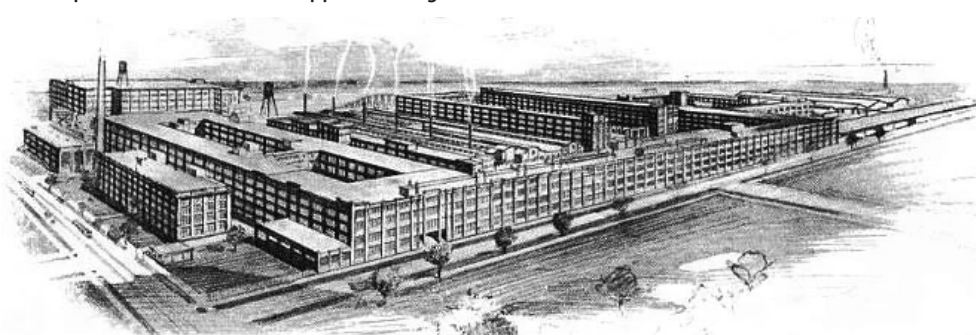
Walter Chrysler bet the entire company on his ability to buy Dodge Brothers; in later years, he was quoted as saying, "without Dodge, there would be no Plymouth car."

The company would not have been able to expand production as they later did without Dodge's capacity (not just to assemble cars, but to make parts), not to mention the later sale of Plymouths by Dodge dealers - though Plymouth, DeSoto, and Fargo production were all well under way when the Dodge sale took place.

It's unsettling to imagine how the two firms would have weathered the Depression had they remained separate, with Chrysler's multiple makes and low production capacity, and Dodge Brothers' ownership by an investment firm. Car companies boomed and went bust quickly in those days.

Mr. Curcio wrote that Chrysler had intended to drop DeSoto and Fargo after getting Dodge. With Fargo, this wasn't difficult, since the Fargo line was sold by Chrysler-Plymouth dealers.

DeSoto, on the other hand, was sold through a network of three thousand sole-brand dealers, who would have had grounds for legal action had Chrysler dropped the make; and it was headed by Chrysler son-in-law Byron Foy. In any event, DeSoto took the first year sales record for a new make, lasted an amazing 32 years longer in the United States, and continues to this day in Turkey.



## Ram 1500 TRX named MotorTrend Truck of the Year

Besides the 1500 TRX's raw power and speed -- it is able to go from zero to 60 miles an hour in 4.1 seconds, making it the quickest pickup truck MotorTrend has ever tested -- judges also noted the truck's high level of interior quality and relatively refined on-road driving performance.

miles per gallon in highway driving and just 10 mpg in city driving.

While MotorTrend's judging panel was impressed with the Ram 1500 TRX's off-road performance they also liked how it behaved on asphalt.

With its big supercharged V8 engine, the Ram TRX considerably outpowers the competition.



The Ram 1500 TRX sets a new bar in high performance trucks, according to MotorTrend's judging panel.

The TRX is really designed to excel off-road, though. With its big wheels and tires, the truck's body rides nearly a foot off the ground. That's two inches more ground clearance than the standard Ram 1500 all-wheel-drive truck.

The TRX's suspension system was specially engineered to handle harsh terrain at speeds of more than 100 miles per hour. The 1500 TRX includes a computerized "Jump Detection System," which recognizes when it has become airborne and automatically controls power from the engine so transmission and engine components aren't damaged as the truck slams back into the ground creating abrupt strain. The system also provides the best possible performance as the tires meet the ground again, according to Fiat Chrysler. Special air filtration systems protect the engine from the dust and dirt that's kicked up in off-road driving.

Even when towing a large camping trailer, the TRX still went from zero to 60 mph more quickly than some of the other trucks in the competition when they were towing nothing.

One of the criteria for the MotorTrend award is value. The TRX won despite a starting price of more than \$70,000. The judges thought the truck's performance and features, plus the quality of its interior, which they compared to those in Audi and Mercedes-Benz cars, was worth the cost.

One problem, they noted, was the truck's fuel economy. The TRX gets an EPA-estimated 14



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(This is "Hellcat" Don Smith's car)

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*Here's our updated event schedule, for what it's worth. Almost all car show/events have been cancelled for the foreseeable future, due to the COVID-19 shelter in place rules.*

*We've also heard that many car clubs have cancelled club meetings and gatherings due to concern surrounding this modern plague.*

*Cap City Mopars has cancelled most meetings up 'till now. As future events are uncertain, the rest of the schedule remains. However please be sure to "check in" with every event prior to coming out. Some health organizations are projecting we should continue to practice 'safe space' pretty much indefinitely.*

*Stay safe and happy motoring.*

date	event	location	more info / contact
12/5/20	<b>CCM Holiday Party</b>	<b>Carmichael Elks Lodge</b>	<b>Bob or Norm</b> <i>cancelled</i>
12/6/20	<b>Shriners Toy Run</b>	<b>Shriner's Children's Hospital</b>	<b>Bob or Norm</b> <i>tentative</i>

**Jeep unveils high-horsepower V8 Wrangler**

*courtesy Peter Valdés-Dapena, Allpar*

The new Jeep Wrangler Rubicon 392 has a 470-horsepower 6.4-liter V8 engine and can go from zero to 60 miles an hour in 4.5 seconds. That makes it the quickest and most powerful Wrangler the company has ever produced.

This will be the first time in almost 40 years that the Wrangler or its predecessor, the Jeep CJ, has been offered with a V8 engine. The last V8-powered Jeep CJ, with 124-horsepower, was offered for the 1981 model year. At the time, Jeep was owned by American Motors Corporation, which was later acquired by Chrysler.

Now the Jeep brand is owned by Fiat Chrysler Automobiles (FCAU), and executives there said the new V8 Wrangler was created in response to clear customer demand. "Why are we doing it?" said Scott Tallon, director of Jeep brand marketing for the US. "Because our customers are doing it anyway."

The Jeep Wrangler Rubicon 392 is an inch higher than a standard Jeep Wrangler Rubicon and two inches higher than the base model.

The Jeep Wrangler Rubicon 392 is an inch higher than a standard Jeep Wrangler Rubicon and two inches higher than the base model.

Some Wrangler owners have modified their Jeeps by fitting V8 engines into them. Many more have asked when Fiat Chrysler would offer a V8 engine option, he said.

The Wrangler's basic design had to be modified somewhat to fit the bigger engine. The Wrangler Rubicon 392 rides two inches higher off the ground than a base model Wrangler. Besides



allowing more room for the engine, the higher ride height also allows for better off-road performance since the Wrangler can better clear obstacles and drive up steeper slopes. It can also wade through 2.7 feet of water.

The Rubicon 392 has a bulging air scoop in the hood. The air scoop was engineered with a secondary path for air to get into the engine so that, even if the scoop's opening becomes clogged with mud or snow, the engine can still provide full power.

Besides 470 horsepower, the V8 engine can also

produce 470 pound feet of torque, a measure of raw pulling power irrespective of speed. It's all controlled through an eight-speed automatic transmission that can be shifted using paddles behind the steering wheel.

Because it's still a Jeep Wrangler, Fiat Chrysler engineers were able to openly test drive prototypes of the Rubicon 392 on public trails alongside other off-road enthusiasts without attracting attention or questions.

They also tested its acceleration on drag strips. They did not, however, test it on race tracks because, they said, taking curves at high speeds is just never a priority for any Wrangler, including this one.

To save gas, the V8 engine has a cylinder deactivation system that shuts down four of the cylinders when not much power is needed. Fiat Chrysler has not released fuel economy estimates for the Rubicon 392, though. Pricing for the new Jeep will be announced closer to when it goes on sale in early 2021.

The Rubicon 392 will give Jeep something its rival Ford does will not offer, at least for the time being, in its new Bronco. The Bronco will go on sale next spring as a direct competitor to the Wrangler, offered with either a 270-horsepower four-cylinder or 310-horsepower six-cylinder.

CARS AND COFFEE



Every Saturday 7-9am in Folsom

CHECK FIRST

Many CCM and other events have been cancelled or postponed due to the effects of the COVID-19 pandemic and social distancing orders in place. Please do not assume any event appearing in this month's newsletter is happening as scheduled or announced. In ALL cases, check with organizing or sponsoring personnel before you come out to any event. Stay Safe.

**Joe Giuntini**

Regional Account Representative  
Northern California



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### Application for Membership

CAPITAL CITY MOPARS (CCM) provides a place to share your enthusiasm and knowledge about Mopars and enjoy the company of other Mopar enthusiasts. CCM publishes a monthly (on-line) newsletter that includes articles on upcoming events, technical information, pertinent Mopar-related information, and an advertising section with free ad space for Members. Various social activities are planned throughout the year. Club meetings are held on the first Tuesday of each month at the California Auto Museum, 2200 Front St., Sacramento. Visitors are always welcome.

CCM membership is open to all Chrysler Corporation and American Motors Corp. vehicle owners/enthusiasts who are eighteen years or older and have a valid drivers' license. Annual membership dues are \$36 for Regular Members and an additional \$6 per Co-Member (one Co-Member is allowed for each Regular Member, and Co-Members must reside in same household and be eighteen years or older). This is a Member-Participation Club - ALL Members are required to help with the production of the annual car show, and to either be active on the Board of Directors or Staff, or to present/help with one of our other Club events. Failure to meet these minimum requirements may result in termination of Membership.

Please complete the following information and bring your printed application to the next CCM meeting along with a check or money order for \$36/\$42 payable to Capital City Mopars, mail to the address above, or you may complete it on line. For more information please call Bob 916.925.0336 or Mark 916.956.8863.

Member Name \_\_\_\_\_ Co-Member Name \_\_\_\_\_

Driver's License number & State \_\_\_\_\_

e-mail address \_\_\_\_\_

T-shirt size \_\_\_\_\_

Required Commitment: Car Show and  plan/present/help with a Club Event  on the Board or Staff

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone  h  w  c \_\_\_\_\_  h  w  c \_\_\_\_\_

website \_\_\_\_\_

*I have read and understand the above membership requirements*

(Member signature/date) \_\_\_\_\_ (Co-Member sig./date) \_\_\_\_\_

Tell about your Mopars \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Renewals: Due 1 January and may be paid anytime from December until the General (Annual) meeting in February. Any member with outstanding dues after the February meeting will be dropped from the Club rolls. Thereafter any member dropped, who renews within that same year, will be required to pay for the full current calendar year plus a \$10.00 processing fee.

Referred by: \_\_\_\_\_ Effective Date \_\_\_\_\_ Member \$36.00

Expire Date \_\_\_\_\_ Co-Member \$ \_\_\_\_\_

Processing Fee \$ \_\_\_\_\_



PO Box 340426  
Sacramento CA 95834-0426  
www.CapitalCityMopars.com

RETURN SERVICE REQUESTED

## message regarding all events

Many CCM and other events have been cancelled or postponed due to the effects of the COVID-19 pandemic and social distancing orders in place. Please do not assume any event appearing in this month's newsletter is happening as scheduled or announced.

In ALL cases, check with organizing or sponsoring personnel before you come out to any event.

Stay Safe !

**DMV Help Line (916) 657-6560**

**Next CCM  
Meeting**

to be announced

**Mopars in the Park  
XXVII**

**Saturday June 26, 2021  
Come One, Come ALL !!**

