



NEWS

Upcoming Events

- CCM Day in the Park 27
Saturday June 27
cancelled
- CCM General Meeting
Tuesday July 7
cancelled
- Bunch Brunch?
TBA
- CCM Board Meeting
Tuesday July 21
TBA
- The Lunch Bunch
TBA

Cap City Mopars has cancelled all our events through the June Car Show and into July, 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.***



**Happy
Independence
Day !!**





Member: Association of California Car Clubs & California Automobile Museum

GENERAL MEETING

July 7, 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. Mopar Day in the Park 27 - Sat. June 27, 2020 - cancelled
- 2.
- 3.
4. Events for July and August?

NEW:

1. July Board meeting - July 21, 7 pm, Roundtable
- 2.
- 3.

TABLED:

1. Car show coordinator position - vacant
- 2.

Announcements:

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

Open Forum / Bench Racing

Raffle

Adjourn

*This month's
meeting is
cancelled due
to Museum
closure and
COVID 19*

2020 Calendar (tentative)
(cancelled)

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

Oct - Poker Run, Sun

Nov - CAM potluck, Sun 29

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

Lunch Bunch - 11 am Last Wed
each month



1960 Plymouth Fury: AT A CROSSROADS BETWEEN '50S STYLE AND '60S GRUNT

By Words and Photography by Jeff Koch from the November 2010 issue of Hemmings Motor News

It is, in many ways, the very picture of 1950s opulence and splendor. Big fins. Jukebox instrument panel. Wide whites on Kelsey-Hayes wires. Tri-tone interior. Sport Deck, an optional trunk lid with a faux spare tire molded in. Skirts. They clearly speak more to the previous decade than the one coming. Size, proportion, the evolution of the "Forward Look," everything you can readily see on this 1960 Plymouth Fury convertible fairly screams of the decade of Eisenhower.

Yet if you look deeper, this 1960 Fury is a car at a crossroads. There are some significant leaps forward here. First up is unit-body construction. Mopar tried to popularize it as early as the mid-1930s, in its controversial Airflow—all of Rambler's chest-beating over how it pioneered this innovation was a little disingenuous—but every new Plymouth (including, of course, the compact Valiant) sold in the 1960 model year

had unit-body construction. Plymouth claimed it took 5,400 welds to put together a full-size unit-body (Savoy, Belvedere or Fury, no matter), and as a result offered 100 percent greater body rigidity and 40 percent greater beam strength than its contemporary competition from GM and Ford, despite elements that were up to 75 percent heavier than competitors'. Rustproofing was comprehensive. Additional soundproofing was provided by larger rear-spring bushings, a new driveshaft designed to reduce hum, special liquid sealant and fibrous matting throughout. The result? A lighter car and a smoother in-cabin experience. (Today, there's only one body-on-frame car still built in the U.S. today—and it was designed during the Carter administration.) The engine was held in its own separate subframe, isolated from the rest of the car.

With the Hemi's passing in 1959, Chrysler decided to let Plymouth into the power game. Enter SonoRamic, Plymouth's name for a radical-looking ram-induction setup that produced a mild supercharging effect at 2,800 RPM. Two separate aluminum intake manifolds, each topped with a Carter four-barrel, stretched across

the engine's valley pan to feed the opposite cylinder bank. Each intake measured 30 inches from the carburetor venturi to the intake valve; it force-fed fuel-air mixture toward the cylinder, even when the intake valve was closed, and so a denser air-fuel charge was built up and forced into the combustion chamber once it opened. The length of the manifold affects the rev range where optimum boost occurs; short runners are fine for high-revving engines but for high-torque monsters like a 361, with peak torque at 2,800 RPM, the runners need to be two and a half feet long.

Atop a 361-cube B-series Chrysler engine, this combination was good for 310 horsepower and a glorious, tire-shredding 435-lbs.ft. of torque. As it turns out, while the SonoRamic V-8 was excellent for the street, they didn't quite do the trick at the high revs that most racers needed, and so fell out of favor; there were no more SonoRamic Furys past 1961, although lessons learned here were put to work on other Mopars, including the fearsome Max Wedge racers that dominated the early-to-mid-'60s racing scene.



Auto Trivia

What option was offered on 1956 Chrysler vehicles:

- A. Highway Hi-Fi phonograph in the dash that played unique, 7 inch records
- B. Instant Heat heater that burned gasoline to warm the interior fast
- C. Self winding clock mounted in the center of the steering wheel
- D. All of the above



Social Roster July 2020 (please send corrections to mark@chlng.com)

Allen	Mike	Elk Grove	CA	(c) 207-7746		duster@surewest.net
Archer	Steve	Sacramento	CA	395-6859	320-0233	archerestela@gmail.com
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Berry	Robert	Sacramento	CA	(c) 716-9385		rdmrrobberly@yahoo.com
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Bloathner	Linn & Toni	Rescue	CA	530-676-4364		linntoni@aol.com
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Cross	David	Sacramento	CA	916-213-9079		davidacross@yahoo.com
Durham	Ryan	Sacramento	CA	916-529-5681		dodgecumminspowerwagon@yahoo.com
Fales	Cliff & Elaine	Rancho Cordova	CA	635-1126		valiant60@sbcglobal.net
Fanciullo	Thomas & Catherine	Fair Oaks	CA	204-3771	355-3249	v10tdi.fanciullo@gmail.com
Garcia	Anthony	Orangevale	CA	521-6169	439-9056	wpagarcia@gmail.com
Gerson	John & Gail	Folsom	CA	496-9492	(c) 542-5555	john.gerson@sbcglobal.net
Granrud	Ken & Trish	Rancho Murieta	CA	354-9635	764-8240	kaqranrud@gmail.com
Hamilton	Eike & Rachel	Sacramento	CA	916-626-2704		Ec-Hamilton@hotmail.com
Hardy	Jim	Hayward	CA	408-421-9312	972-8018	j-r-hardy@comcast.net
Harris	Dennis & Linda	San Jose	CA	408-885-9633		dennis_j_harris@yahoo.com
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Hergert	Connie	Kelseyville	CA	(c)835-6968		conniekaay@live.com
Hess	Michael & Kimberly	Pittsboro NC	NC	201-3973		mlhess68@yahoo.com
Hurd	David	Chico	CA	530-520-1616		davidchurd@aol.com
Kear	JoAnn	Oroville	CA	530-712-9265	(c) 916-600-2014	schatze@pacbell.net
Kern	Greg & Mary	Granite Bay	CA	791-4718	204-4626	gregorykern@aol.com
Kingsbury	Travis & Cathy	W. Sacramento	CA	(c)812-0854		travis.kingsbury@att.net
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Larson	Dennis & Sue	Wilton	CA	687-8500	(c) 719-2563	DLLarson1@Frontiernet.net
Leymaster	Gary & Jackie	Elk Grove	CA	685-3546	(c) 276-3551	moparman@surewest.net
Leymaster	John & Jeanie	Fair Oaks	CA	962-2655	(c) 709-7063	johnnycruise@comcast.net
Manning	Vicki Jo	Citrus Heights	CA			
Marks	Greg & Jeanne	Nevada City	CA	530-265-0140		igmarks@fsaccess.net
Martinez	Petra	Sacramento	CA	916-362-4344	916-833-3796	purpleyorkie@yahoo.com
Moore	Michael & Trudy	Antelope	CA	402-5826	530-885-2900	dm.moore7364@yahoo.com
Morrison	Mike & Dorothy	Bandera TX	TX	(c) 205-8099		lmm194608@yahoo.com
Ortiz	Joe & Trish	Bayside	CA	707-822-3330	(c) 707-267-4360	joebzero@gmail.com
Osuna	Anthony	Sacramento	CA	916-225-1987		anthonyosuna@gmail.com
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Pike	Randy & Sabrina	North Highlands	CA	331-2003	(c) 835-9605	capitalcityspeed@yahoo.com
Planer	David	Roseville	CA	916-791-0306		pixie@mycci.net
Pluth	Tom	Carmichael	CA	283-6112	849-7582	tpluth@hotmail.com
Porter	Jack & Mary	Roseville	CA	742-5356	(c)346-8255	jack_porter@comcast.net
Riordan	John & Jane K	Sacramento	CA	c 415-823-7009		johnriordan2854@comcast.net
Robinson	Carl & Jodi	El Dorado Hills	CA	941-9157	(c) 396-4301	moparman71.cr@gmail.com
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Tutt	Horace, George	Sacramento	CA	916-949-1635		ponypower440@gmail.com
Wentz	Jack	Valley Springs	CA			srvfndr@yahoo.com
Wilson	Randy & Vivki	Maxwell	CA	530-438-2376	530-682-9915	vicki-wilson@hotmail.com



"We tried to keep it from you, but now you know what your father does for a living."



Auto Trivia

Chrysler's latest SRT Challenger, Charger, Grand Cherokee and 300 are powered by the 6.4L, 392 cid HEMI. Chrysler puts "392" badges on the fenders and valve covers rather than "6.4L." Why?

A. After the numbers are rounded off slightly, this 392 cid engine features 392 horsepower (292 kW) and 392 ft.-lb. (531 N-m) of torque. Chrysler is using this symmetry to promote the engine's high output.

B. Similar to the SRT team of today, Chrysler's "Group 392" was responsible for racing programs in the 1960s. Group 392 pushed for the Plymouth Superbird and the short production run that enabled it to be classified as a stock car for racing. Richard Petty won the 1971 Daytona 500 driving a Superbird.

C. Chrysler built a highly respected 392 cid HEMI in 1957 and 1958. This second generation HEMI featured a sturdier engine block and crankshaft, larger intake and exhaust ports and other improvements that made it a great engine for racing. Don "Big Daddy" Garlits ran a 392 HEMI in the "Swamp Rat" dragster he used to break the 200 mph (322 km/h) barrier in 1964. The original 392 HEMI also set records in other competitions including boat racing.



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.

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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 through July. 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
6/27/20	CCM Day in the Park XXVII	Rancho Cordova	CapitalCityMopars.com <i>cancelled</i>
7/7/20	CCM General Meeting	CA Auto Museum	Bob or Norm <i>cancelled</i>
7/21/20	CCM Board Meeting	RT Pizza on Manzanita	Bob or Norm <i>tentative</i>
8/4/20	CCM General Meeting	CA Auto Museum	Bob or Norm <i>tentative</i>
Sept...	Mopar Shootout, Sat	Sac Raceway	Randy Pike <i>tentative</i>
Sept...	ACCC conference, Wed-Thur	CA Auto Museum	Bob or Norm <i>tentative</i>
9/13/20	Carmichael Park Picnic	Carmichael Park	Bob or Norm <i>tentative</i>
Oct...	Poker Run, Sun	TBA	Norm <i>tentative</i>
10/10/20	Rods-n-Relics	Lincoln	www.rodsnrelics.net <i>new date</i>
11/29/20	CAM potluck	CA Auto Museum	Bob or Norm <i>tentative</i>
12/5/20	CCM Holiday Party	CA Auto Museum	Bob or Norm <i>tentative</i>
12/6/20	Shriners Toy Run	Shriner's Children's Hospital	Bob or Norm <i>tentative</i>

Boiled Plastic

courtesy Tom Taylor, Rock Auto

Tired of breaking the old, brittle plastic clips that hold on exterior and interior trim? Worried that the plastic thermostat housing will either leak or crack after being over tightened? Hoping for a way to rejuvenate the yellowed plastic gears, slides and rollers in that window regulator? Having trouble sliding the plastic handles onto the metal rods that came with that new foosball table? The answer to these and other plastics conundrums is an elixir available at the nearest kitchen sink.

My dad was a plastics engineer for 30+ years. One of the best tips he has given me thus far is to rejuvenate and limber up old and new thermoplastic polymers by soaking them for a minute or so in boiling water. The results with nylon can be especially dramatic. Yellowish nylon goes into the water

brittle and comes out supple and milky white. New composite thermostat housings, foosball table handles, and other plastic pieces that must be mounted to metal become slightly more flexible and are an easier and better fit.

The boiling water does not melt the plastic. Soaking nylon in room temperature water for a long time has the same impact as a short bath in boiling water. The chemistry is too complex for just the son of a plastics engineer to explain. Basically the moisture releases tension between polymer molecules that was created when the plastic was first made (molded, extruded, etc.) or that built up over time as the plastic was exposed to sunlight, heat, chemicals or otherwise aged.

Over the years I have only seen good results from putting my plastic parts in boiling water. At worst the plastic seems unaffected, probably a thermoset plastic (rigid body parts,

distributor caps, Bakelite, etc.). However, there are myriad plastic resin recipes and plastic products out there and I must include a disclaimer and encourage common sense and caution. Do not soak plastic pieces that include electronics, gaskets, lubricants, paint, adhesives, decals, etc. that are not supposed to be exposed to water. Do not bring a plastic part out of a freezing garage and immediately dunk it into a boiling pot of water. Thin, molded plastic pieces like interior trim or milk jugs might lose their shape if exposed to heat. Heat and moisture from boiling water might not be uniformly transferred through very thick plastic pieces. If you are at all concerned about the temperature of boiling water, then maybe instead try soaking the plastic piece in unheated water for a day or two. Don't boil a greasy composite valve cover in your spouse's favorite spaghetti kettle...

Joe Giuntini

Regional Account Representative
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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 !



Next CCM Meeting
to be announced

Here's a few interesting websites to check out:

<https://www.moparuk.com/>

<https://www.ramforum.com/>

www.dodgepowerwagon.com

www.stockmopar.com/mopar-wallpaper.html

<https://www.turbododge.com/>

<https://www.challengerforum.com/>

<https://www.moparnuts.com/>

<https://www.srtconnection.com/>