



NEWS

Upcoming Events

- **CCM General Meeting**

cancelled

- **Bunch Brunch?**

...on hold

- **CCM Board Meeting**

TBA

- **The Lunch Bunch**

...on hold

- **Maxwell Car Show**

May 15

- **CCM Day in the Park XXVI!**

June 26, 2021

Due to the Covid-19 pandemic, no events are planned until May. We hope to be able to resume our regular calendar of events at that time, however none of this is certain yet.

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.

Say Goodbye To The SRT Performance Division

courtesy Jay Traugott, carbuzz.com

Though it's not completely gone.

Things are moving fast at the newly created Stellantis. Now the world's fourth-largest automaker, Stellantis has a total of 14 brands, plus Mopar. Well, possibly make that 13. It appears the Street & Racing Technology division (SRT) is being dropped, though it won't be completely gone. Mopar Insiders reports SRT is in the process of being disbanded and because it didn't have any unique models or separate dealerships, it shouldn't take long to do so. There had been some rumors over the past few weeks regarding SRT's future, and a Stellantis spokesperson has all but admitted the division is undergoing changes.

"All of the core elements of the SRT performance engineering team have been integrated into our company's global engineering organization," they said. Fortunately, this is not a complete dissolution of the performance group.

"This action will have the two-way benefit of ensuring that our brands' SRT and performance-focused product offerings continue to meet the highest quality standards and expectations while delivering key learnings from motorsports and other high-performance-technology applications across a wider mix of our company's product lines,"

the spokesperson added.

Development of SRT-branded models will continue but the SRT team itself will now work within other brands, such as Dodge, Jeep, and Ram. This approach makes sense both financially and product-wise. Stellantis CEO Carlos Tavares has a reputation for cost-cutting but also understands the high-performance nature of brands like Dodge.

That said, SRT's engineering expertise is still very much needed for the development of the next-generation Dodge Challenger and Charger. Jeep and will also continue to have high-performance models. The Ram 1500 TRX is just the latest example. However, SRT engineers have their work cut out for them. Dodge CEO Tim Kuniskis recently confirmed the days of the V8 engine are numbered, specifically the Hellcat. Electrification, whether purely from batteries or a plug-in hybrid setup, is coming soon.

But what Kuniskis also made clear is that performance isn't going anywhere. If Ford and Ford Performance are already in the early development stages of an all-electric Mustang, then SRT engineers have no choice but to do the same for the future Challenger.

(This doesn't bode well for the future of Dodge performance...?)

COVID
"BEST LITTLE FREE!" CAR SHOW IN THE WORLD
24th ANNUAL
Maxwell Classic Car Show and Parade
 Located At
Maxwell High School
 515 Oak Street, Maxwell, CA
Saturday, May 15, 2021
The "Original" FREE Car Show of Northern California



Membership Renewal Time

Don't forget to renew your CCM membership. If you haven't done it, it's due NOW. The form is available on our website, or ask Bob, Richard, Cindy or Mark for one. Stay with us - we need you, and we've got great things coming!



Member: Association of California Car Clubs & California Automobile Museum

GENERAL MEETING

March 2, 2021

Board of Directors

Officers

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

Directors

Car Show Coordinator - Bob Severin
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

Minutes: Secretary

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

Club Business:

OLD: 1. The museum is open on a limited schedule

- NEW:**
1. Membership renewals are running late. Please send in your updated app and check as soon as you can.
 2. The Board of Directors has continued to meet to keep Club business up to date.
 3. Regular Club meetings will resume as soon as we can.

- Announcements:**
1. We are somewhat optimistic about the second half of 2021.
 2. Mopar Day in the Park 27 - Sat. June 26, 2021
 3. 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

2021 Calendar (tentative)

- Jan.** - Happy New Year
- Brunch Sun
- Feb.** - Brunch Sun
- March** - Brunch Sun
- April** - Brunch Sun
- ACCC Conference, Wed-Thur,
- CCM host lunch Wed
- Lunch Bunch Wed
- May** - Maxwell car show, Sat
- Brunch Sun
- June** - Mopar Day in the Park 27, Sat 26, 2021
- July** - ?
- Aug** - ?
- Sept** - Mopar Shootout, Sat
Carmichael park picnic, Sun
ACCC conference, Wed-Thur
- Oct** - Poker Run
- Nov** - CAM potluck, Sun
- Dec** - CCM Holiday Party, Sat
- Shriners Toy Run, Sun

Lunch Bunch - TBA
Brunch Bunch - TBA

BOARD of DIRECTORS MEETING February 20, 2021

Business:

- OLD:**
1. Bob Severin nominated and confirmed as 2021 Car Show Coordinator
 2. Membership assessment to cover CCM expenses.
 3. The museum is open on a limited schedule.

- NEW:**
1. Maxwell event : Sat May 15, 2021
 2. Carmichael Elks : Still not fully open
 3. Study the possibility of a Fall 2021 car show.

- Announcements:**
1. Steve Archer is still in FL settling his son's estate.
 2. Mopar Day in the Park 27 - June 26, 2021
 3. Shriners toys: collect all year

COVID FREE! **"BEST LITTLE CAR SHOW IN THE WORLD"**
24th ANNUAL
Maxwell Classic Car Show
and Parade



Located At
Maxwell High School
515 Oak Street, Maxwell, CA
Saturday, May 15, 2021

The "Original" FREE Car Show of Northern California

Parade (optional): 9:30 a.m.-10:30 a.m.

CAR SHOW: 11:00 a.m. to 3:00 p.m.

Car show parking and registration: 10:30 a.m. to 12:00 p.m.

Early Bird Parking 8:00 a.m. - 9:30 a.m. (parade closes show access between 9:30-10:30 a.m.)

**ONE OF THE LAST
FREE SHOWS IN
CALIFORNIA!**

**A "FULL FEATURE"
EVENT WITHOUT
THE \$\$\$**

**WIN A
RENO
VACATION**

**A Genuine
"Step Back In Time"
Small Town Event!**



Awards at 3:00 p.m.
OPEN TO ALL YEAR MODEL CARS, AND TRUCKS
NO ENTRY FEE

Pre-Registration ensures "class parking".

Day of Show Entries Accepted.

All entries will participate in free raffle at 1:15 p.m.

Dash plaques for first 125 entries.

Complimentary Coffee will be served.

T-Shirts for sale at the show!

Adjacent to the show are the following:

Rodeo and Horse Show: 11a.m.-5:00 p.m.

Famous Chuckwagon Lunch: 11:30 a.m.-2:00 p.m.

Bench Press Contest: 12:00 p.m.-1:00 p.m.

Frog Jumping Contest: 12:00 p.m.-1:00 p.m.

Games and Prizes for Kids: All Day

Food and Refreshments • Vendors

**RV & Trailer Parking
(see map on back)**

Send Entry To:

MAXWELL CLASSIC CAR SHOW
P.O. Box 788, Maxwell, CA 95955

or fax to (530) 438-2693 • _vicki-wilson@hotmail.com

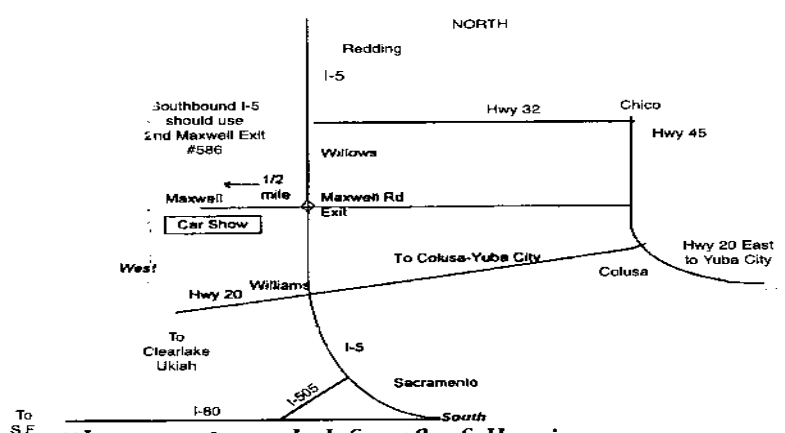
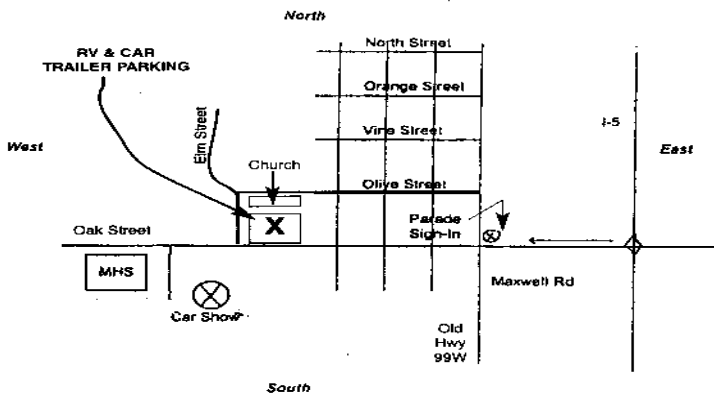
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COVID-FREE
EVENT!**

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PARKED 6 FT. APART**
(PER CDC RECOMMENDATIONS)

**FREE
RAFFLE!!**

**SATISFACTION
GUARANTEED
OR YOUR
MONEY BACK!**





Trophies Awarded To Best:

Judging Classes

- A- Stock/Original Car 1903-1948
 - B- Stock/Original Car 1949-1961
 - C- Stock/Original Car 1962-present
 - D- Modified Car 1903-1948 including open tops
 - E- Modified Car 1949-1961
 - F- Modified Car 1962-present
 - G- Stock/Original Truck-ALL YEARS
 - H- Modified Truck 1903-1948
 - J- Modified Truck 1949-present
 - K- Convertible-ALL YEARS
stock or modified, includes retractables, removable h-tops - no 2 seaters or vettes
 - L- Sports Car - 2 seater
(All Vettes including conv., 55-57 T-Bird, Cobras, M.G.'s, etc)
 - M- Professional (military, police, taxi, fire, limo, etc.)
 - N- Wild, Extreme, or Outrageous
(Please send photo and description)
- "Motor Cycles and under constructions" are welcomed but will not be judged.
- Club Group Parking - Please Call no later than May 12th .
For parade info (530) 501-6588 Kyle Miller
For show info (530) 631-9824 Randy Wilson

Plaques Awarded for the following:

- Best Engine
- Best Paint
- Longest Distance Traveled
- Rodeo Royalty - Favorite Pick
- Mayor's Pick
- Sheriff's Pick
- People's Choice
- Club Participation

WIN A RENO VACATION PACKAGE



One entry by random drawing will win a Skytower stay at Atlantis Casino plus two tickets to Harrah's National Automobile Museum.

"V.I.P. Award" by Random Drawing

VIP Winner gets the following at NEXT YEAR'S SHOW. Special V.I.P. parking with shade, 2 chuck wagon lunch tickets, ice chest with drinks of choice, 2 show T-shirts, and V.I.P. Treatment!

Area Motels area code (530)

- Motel 6 473-5337
- Woodcrest Inn 473-2381
- Holiday Inn Express 473-5120
- Comfort Inn 473-2381
- Granzella's Inn 473-3310
- (RV's & Trailer parking at Granzella's (all within 10 minutes of show))

KEEP THIS PORTION

cut here **Release of Liability** cut here

In consideration to the acceptance of participants to this event by execution of this entry form, I/We hereby release the Maxwell Unified School District, their employees, members, officers, and anyone else connected with this event of and from any and all known damages, injuries, losses, judgments, and/or claims from any cause whatsoever that may be suffered by anyone participating in this event or by any spectators. **PLEASE FILL OUT COMPLETELY.**

SIGNATURE: _____ **PRINT NAME:** _____
(Required) (Parent/guardian if under 18 years of age)

DATE: _____ **JUDGING CLASS:** _____
A thru N

NAME: _____ **DISTANCE TRAVELED:** _____
Pre-registered only

ADDRESS: _____ **CLUB NAME:** _____

PHONE #: () _____ **Email:** _____

YEAR _____ **MAKE** _____ **MODEL** _____

- OPTIONAL -

YOUR PARADE ENTRY # IS NOT YOUR CAR SHOW #

CHECK HERE if you would like to drive your vehicle in the parade.

NOTE: Maximum 35 cars in the parade; reserved for the first entries received. You will be notified by phone or text.

COMMENTARY/DESCRIPTION (required for parade announcers.) _____

Parade Judging Classes - Circle One:

- 1. Stock Antique/Pre-49 Vehicle
- 2. Stock Classic/49 & up vehicle
- 3. Modified Vehicle: Cars & Trucks/All years

Parade Entries should arrive to line up by 9:00 a.m. (see map) - Parade Entries are arranged by Judging Class except Car Clubs

Send entry to: Maxwell Classic Car Show, P.O. Box 788, Maxwell, CA 95955 Fax #: (530) 438-2693 • vicki-wilson@hotmail.com

The Fossmobile: Canada's first car

courtesy Brian Makse, Hagerty.com

Imagine living in the 19th century when transportation consisted of bicycles, boats, trains, horses, and your own two feet. I can't begin to fathom what it would have been like to see your first automobile, but George Foote Foss of Sherbrooke, Quebec was immediately inspired.

On a business trip to Boston, Massachusetts in 1896, the 20-year-old Foss spotted his first electric horseless carriages. After taking one for a spin, he was impressed with the concept but not with the vehicle's limited range.

A bicycle mechanic and a blacksmith, Foss knew he could build a better car, one powered by a gasoline engine. By the following year the Fossmobile, as it's known today, was assembled and running.

Foss drove his four-wheeled, 4-horsepower, single-cylinder automobile around Sherbrooke for a few years. It must have been a sight to behold: With a top speed of 24 km/h, the Fossmobile would have been a mind-boggling alternative to contemporary horse-powered transportation.

Despite the success of his home-built creation, Foss had no desire to

build more than one. He turned down offers from a local banker and even from Henry Ford himself inviting him to pursue automobile manufacturing and eventually sold Canada's first gasoline-powered car in 1902 to someone—whose identity has since been lost—in Montreal.

After Foss moved to Montreal, he became an automobile salesman. In a strange twist of fate, Foss sold Samuel McLaughlin his first car, a Stanley Steamer, and taught him how to drive. (McLaughlin went on to found the McLaughlin Motor Car Company and later became president of General Motors of Canada.)

Today, a tribute to the Fossmobile is being meticulously assembled by the talented craftsmen at Legendary Motorcar Company in



the rolling hills outside of Milton, Ontario.

Ron Foss, George's grandson, is the driving force behind the project, seeking to recognize his grandfather's achievement and cement the Fossmobile's place in automotive history. Since the original is lost in the sands of time, the recreation is a laborious undertaking for Ron.

The Fossmobile is a proud part of the Foss family history, but it isn't well known outside the Fosses. Even by 2018, when Ron began searching

for more information to begin the recreation project in earnest, his grandfather's creation hadn't received much recognition. A handful of people in the

town of Sherbrooke had erected a monument for the car's 100th anniversary, but little else had been said or recorded.

Ron painstakingly researched the Fossmobile and other automobiles of the era in order to assemble something that would hew as closely as possible to the original. Given the relatively undeveloped state of automotive technology in the late 19th century, cars of that period used very similar componentry—something that made Ron's project a little easier.

For instance, some of the earliest automobiles shared a powerplant: a de Dion-style, single-cylinder, internal-combustion engine. Serendipitously, while looking for a suitable engine, Ron connected online with a gentleman

from Florida who had one, but who was only looking to determine its provenance. By the end of the conversation, however, he agreed to sell the engine to Ron.

A couple of weeks later, Ron received another call from the gentleman in Florida. "He said, 'I have an old chassis that looks to be identical to the photographs of the chassis that I see of your grandfather's,'" Ron remembers. "'Do you want it? I'm just going to donate to you.' And I told him, 'I can't accept that as a donation. Let's come to terms of some sort of price'—and we did. I made arrangements with a transport company to ship it up to Canada." The Florida-sourced chassis wasn't the one that underpinned the original Fossmobile, but it was very close. Ron was thrilled.

Shortly afterwards, the same gentleman called Ron again—this time, with a body that resembled that of the Fossmobile. The two quickly came to an agreement.

Many components necessary for the reborn Fossmobile have been fabricated from scratch. Others require the talents of yesteryear. For example, Ron has enlisted the help of a skilled woodworker to rebuild the body, seat, and engine cowl. Since colour photography isn't available, of course, Ron's made some well-informed decisions for the shade and design of the seat cushion.

At this stage, the wheels that came with the chassis have been restored and refinished, fitted with period-correct tires and tubes from Coker Tire. As Ron says, "[The tires] have to be white, of course, because back then there was no carbon introduced to rubber." Ron has personally rebuilt much of the engine, and it's nearly ready to run.





date	event	location	more info / contact
<i>Here's our 2021 Event Schedule. Nothing is planned until the Maxwell Show in May, but if things start to open up before then, we'll put something together, even if it's just a picnic or a Club meeting. Stay safe</i>			
April 17	Sac Swap Meet (In Rust We Trust)	Yolo Co. Fairgrounds, Woodland	Bob
May 15	Maxwell Car Show	Maxwell CA	Bob or Norm
June 26	CCM Day in the Park 27	Cordova Park	Bob or Norm



The Fossmobile project's had its share of hiccups; some challenges are simply insurmountable, such as sourcing a period-correct chain drive. In the late 19th century, chains weren't as well-engineered as they are today. The automotive type used in-period was derived from the kind used for bicycles. Each link of a detachable block chain, as it was called, was comprised of five individual pieces. The design required perfect tension to maintain its integrity, and very few survived. However, Ron and the new Fossmobile have an ace in the proverbial hole.

If you're familiar with Legendary Motorcar Company and its work, you know that much of the shop's expertise lies in the restoration of slightly newer cars; but if any shop should undertake this project, it's this one. Not only is Legendary a Canadian operation; it's a shop equipped with the breadth and depth of experience in world-class restorations needed for the Fossmobile project.

Legendary's craftspeople have taken all of the parts of this unusual project and given them a full run-through, restoring components when possible and fabricating new parts when necessary. In the end, the new Fossmobile will be an authentic, museum-quality tribute to Canada's first internal-combustion automobile.

Legendary's president, Peter Klutt, has been in

the restoration business for over three decades, and he's familiar with the mindset. "I always say you have to put yourself back into that time period to really understand it. I mean, you can drive the most exotic car from the '50s or the '60s, and a minivan performs better today. You have to put yourself into that time period.

"It was still horse-and-buggy for 99.9 percent of the people when cars like the Fossmobile first came out," Klutt continues.

"People must have thought it was crazy and it would never work. Where would they get gas and where are they going to have roads? You'd get stuck every three minutes and it must have seemed like it was either a toy or a fool's errand."

For Klutt, working on the Fossmobile project is just as much of an honour as it is a challenge. He admits, "It's not as straightforward as most of the other projects where you buy a part, you put it on, and carry on." Since there is little documentation, let alone anything resembling a schematic, the shop has to make decisions based on photographs, a handful of known measurements, and period technology.

As of January, 2021, the end of the project is in sight; the Fossmobile tribute will likely see the light of day some time this year. For Ron, however, the journey doesn't end at the vehicle's completion.

"My goal is to correctly inform Canadians of this achievement—this largely untold story, in typical Canadian fashion," Ron

says. "We just don't wave our own flag as much as we should. It's part of our culture to be more laissez-faire about stuff and, yet, the automobile has become such an important part of worldwide society—why are we not celebrating or at least acknowledging this Canadian effort?"

The car will be shown as far and as wide as Ron's budget will allow. Even after he's unable to show the car himself, Ron has no intention of locking the recreated Fossmobile behind closed doors.

"I'd rather have it in a setting where it can be appreciated and properly looked after, with the curatorship that a museum piece would have," Ron says. He has an agreement with the Canadian Automotive Museum in Oshawa, Ontario, to look after the car so that future generations of Canadians can learn about this groundbreaking moment in automotive history.

Ron has documented much of his grandfather's history and that of the car on this website: Fossmobile.ca. It's a fascinating read for anyone interested in the dawn of the automobile. While Ron has poured in thousands of dollars of his own money into this project, he's also established a GoFundMe for anyone who would like to contribute to this historic undertaking.



Joe Giuntini

Regional Account Representative
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www.CapitalCityMopars.com

RETURN SERVICE REQUESTED

Mopars in the Park XXVII
Saturday June 26, 2021
Come One, Come ALL !!



CARS AND COFFEE



Every Saturday 7-9am in Folsom

DMV Help Line (916) 657-6560



Who wants this to be their final ride?