

NEWS



A Car Club for the Chrysler Corp. and American Motors Corp. Enthusiast (EST. 1992)

Volume 25, Issue 8

August 2017

Events Coming Up

- CCM General Meeting, Sept. 5th, 7 PM.
- CCM Board Meeting, Aug. 15th, 7 PM.
- Mopar Muscle Car Magic, Sac Raceway, Sept. 10th



Hot enough for ya? Hopefully all y'all are having a

great summer. Might be time to find a cool place to drive or just get away with friends and family. July's club Anniversary picnic was a smashing success! Missed out?—how dare you! A great time was had by all, plenty of shade and food insured a most excellent day. So what's new? Looks like next month's Mopar Muscle Car Magic show out at Sac Raceway is shaping up to be a great one. If you are lucky, there may be a special appearance by the flying EZ-Up brothers, guaranteed to make an impression on your weekend! On the club front, there is a new website coming soon to amaze and dazzle the senses. Perhaps a little abracadabra, slight of hand tomfoolery to keep your attention will be seen. More to come as the new site is rolled out.



In other oddities - Did you see Germaine Boddie from Street Outlaws was on Good Day Sacramento recently? He brought out his title belt for all to see. You gotta respect anyone who runs a Hemi in his first gen Chevy Nova. Also Member-at-Large John Gerson submitted a story about Challenger sales on page 4—check it out!



You will notice something new included in the newsletter - an events calendar for the rest of 2017. Jack covers these events during the monthly meeting activities report so we thought that it would be useful for those of you who are unable to attend to have a copy.

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Club Information

Board of Directors

President:	Bob Berry	(916) 925-0336	rdnrboberry@yahoo.com
Vice President:	Randy Pike	(916) 835-9605	rtmotorsports@yahoo.com
Treasurer:	Norman Benedict	(916) 985-8523	norman_1943@att.net
Secretary:	Cindy Lenz	(916) 956-8863	cindypearl916@gmail.com
Membership:	Travis Kingsbury	(916) 812-0854	travis.kingsbury@att.net
Newsletter Editor:	Eric Seifert	(916) 448-4132	ntstgl1970@yahoo.com
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Car Show:	Tom Pluth	(916) 283-6112	carshow@capitalcitymopars.com
Activities:	Jack Porter	(916) 742-5356	jack_porter@comcast.com
Member at Large:	John Gerson		
	Vacant		

Staff Members

Property Manager:	Norm Benedict
Competition Director:	Michael Moore
Historian:	Norm Benedict
Legislative Director:	Greg Marks
Publicity:	Norm Benedict
Sales:	Larry Pierce
Sunshine Coordinator:	Larry Pierce

What we're all about

Capital City Mopars (CCM) provides a place to share your enthusiasm and knowledge about Mopars and enjoy the company of other Mopar enthusiasts. CCM membership is open to anyone interested in Chrysler Corporation or American Motors vehicles 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. The co-member must reside in the same household and be eighteen years or older. All members and co-members are required to participate as worker/chairperson in at least one function per year, and it is desired that, in addition, work at the annual car show.

The Capital City Mopars is a proud member of the Association of California Car Clubs and the California Automobile Museum.



Guest Speaker Ideas Wanted

We are looking for ideas and suggestions for guest speakers to appear at our monthly General Meeting. In the past we have had insurance agents, oil industry experts, DMV officials, an expert from the WPC museum and various others. These speakers provide information and entertainment for the meetings and are always appreciat-

Club Membership Renewal Time!

For those Mopar enthusiasts that have yet to renew their membership to the Capital City Mopars for 2017, our CCM Membership director is waiting for you... PLEASE contact Travis and get your renewal in so we can get an accurate count of our members. Though it may seem redundant, a new membership application needs to be filled out each year. Street addresses, email addresses, phone numbers can change, sometimes we sell or buy different cars too. We strive to run a tight ship here so accuracy is important.

Free Dinner at the Monthly Meeting

Now through the end of summer—come out early to the monthly meeting and get yourself a hot dog, chips and refreshing cold beverage to ease your restless stomach. Not to mention a great time hanging out with your best-of friends - Us! There might even be some bench racing to be had!

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Back Issues

Feeling left out? Mistaken your newsletter for campfire kindling? Don't feel bad! Newsletter back issues can be found at the club's website - www.capitalcitymopars.com 24 hours a day, 7 days a week - even on holidays!!!

CCM 2017 Car show T-Shirts still available

For those that missed out on buying a T-shirt during car show day a few weeks ago, you are in luck! Several shirts are still available in a many sizes. Please contact Car Show Chairman Tom Pluth for more details.



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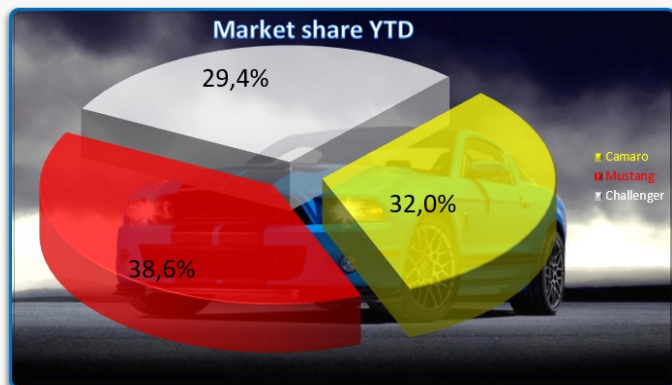
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Mustang Dethroned as Top Selling American Muscle Car

Ford has been on top of muscle car sales since the release of sixth generation (2015 – present) Mustang, but recent [June 2017 sales](#) figures revealed that it has been surpassed by the Dodge Challenger, leaving the Camaro by far the worst selling of the three and marking the first time ever the Challenger has been at the top of the food chain. In fact, Mustang sales are down 36 percent compared to the same time frame from last year. Meanwhile, despite all the hype behind the ZL1 1LE Camaro and its monumental Nurburgring run, sales are down as well lagging behind last year’s sales by 5.6 percent (though we likely haven’t seen the sales of the ZL1 1LE reported yet).

American Muscle	June 2017	June 2016	% Change	2017 YTD	2016 YTD	% Change
Chevrolet Camaro	4691	4969	-5.6%	36567	36834	-.7%
Dodge Challenger	6605	5329	24%	35910	34593	4%
Ford Mustang	6186	9776	-36.7%	44608	62965	-29.2%
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Total	17482	20074	.21%	117085	134392	-.24%

Granted, Mustang sales have been falling for the last three months, but perhaps the recent surge from the Challenger will push both Ford and Chevy to step their games up. In fact, the recent sales figures for the Dodge Challenger mark its second best sales month of 2017 and 6th best over all. Dodge has accomplished a monumental feat and can now claim the title of the “best selling muscle car in America”, recalling its peak during the 1970s.



What does this mean for the Chevy Camaro? A dismal figure of 4,691 units sold in June, while still respectable, puts the pony car at over 1,000 unit behind the Mustang and nearly 2,000 behind the Challenger. The Camaro still holds the number 2 spot in



2017 year-to-date sales, but the gap is quickly being closed by the Dodge Challenger. The Camaro’s decline may be chalked up to the drop in sales due to the new model year re-release of the 2016 Camaro, which wasn’t



able to bring in as many converts as had initially expected. Time will tell, but it’s going to be a long road for the Camaro to “challenge” for the title of best selling muscle car again.

- **Courtesy Street Muscle Magazine**

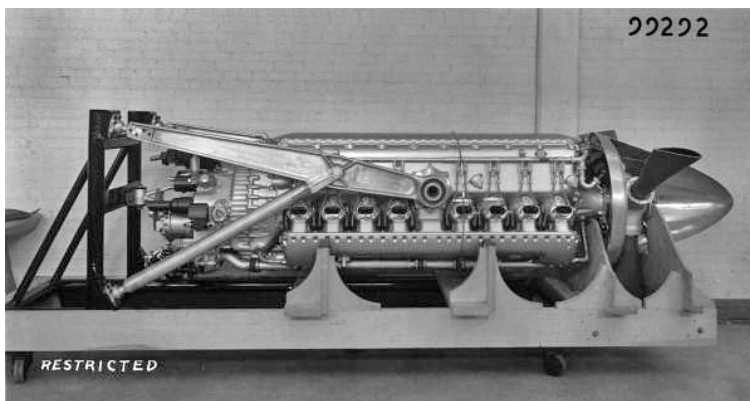
So have you seen a Demon in the wild yet??? - Ed

Your Story Here

At the last few monthly meetings, the editor mentioned that the newsletter is always looking for a new story and ideas or suggestions.

Chrysler IV-2220

The **Chrysler XIV-2220 (XI-2220)** from 1944) was an experimental 2,500 hp 2,220 cubic inch/36.4 litre liquid-cooled inverted-V-16 aircraft engine designed by Chrysler starting in 1940. Although several aircraft designs had considered using it, by the time it was ready for use in 1945 the war was already over. Only a few engines were built during the program, and it retained its 'X' designation the entire time as the



XIV-2220, later XI-2220. The IV-2220 is historically important as it was Chrysler's first hemi, a design that would reappear for many years later and is now a Chrysler trademark.

Original design

Chrysler had apparently been carrying out paper studies of a very large engine for a brief period starting in May 1940 and decided to present their work to the United States Army Air Corps. They proposed a large engine to provide 2,500 hp initially, with room for growth upwards. Instead of using advanced features such as sleeve valves for improved RPM, they instead decided to use a larger number of "normal sized" cylinders in a V-16 arrangement. The Army was interested, and sent them a development contract tender on June 22, 1940, to which Chrysler responded on July 2.

The extremely long profile of the new design meant that the crankshaft would be highly loaded if power was taken off at the propeller end. Chrysler's solution to this problem was unique; power was instead taken from the middle of the engine, placing the propeller reduction gear in a gap between two V-8 cylinder banks and sending power to the front of the engine via a long extension shaft running below the crankshaft. Additionally many of the accessories were driven off the drive shaft instead of the crank shaft. This solution also raised the weight of the engine by the amount of the shaft, but it was apparently a price worth paying.

A single overhead cam drove the two-per-cylinder poppet valves, arranged at an angle to the piston in a hemi-spherical cylinder head, with the spark plug arranged between the valves. This arrangement allowed for "cross-flow" scavenging of the charge, and had been used on various race and performance car engines for some time. The hemi is actually less efficient than the design being used in most engines of the era, the penta engine, which improved airflow by allowing three or four valves per cylinder.

Problems and advantages

One early problem for the design was the lack of high-strength aluminum alloys; the original supplier, Alcoa, was able to deliver only half the required strength. Chrysler was able to address this through much improved production-line quality control, but the engine was nevertheless built with considerably more distance between the cylinders than normal, making the engine relatively long. This was not helped by the "gap" holding the propeller gearing in the middle of the engine, or the large accessories section at the end. The IV-2220 was comparatively huge; the Rolls-Royce Griffon of about the same displacement was 77 inches long, while the IV-2220 was 122.

Weight was not greatly affected, however, and the power-to-weight ratio was certainly competitive at 1.03 hp/lb. Some of this was no doubt due to the use of a turbocharger in addition to a supercharger for more continuous boost and less power draw on the engine. Turbochargers are generally "free," powered not by the engine directly as in a supercharger, but by otherwise wasted exhaust energy. The IV-2220 also included a fairly advanced liquid-cooled intercooler between the turbocharger and supercharger, and an aftercooler behind the supercharger as well. This complex arrangement resulted in excellent altitude performance, keeping maximum rated power all the way to 25,000 ft.


The engine first flew on 26 July 1945, mounted on a converted P-47D-15-RE which was intended to serve as the prototype for the new P-47H series using this engine. A second example followed, but the war was already over and the need for a new engine in the jet age was gone. The only other design to select it was the Curtiss XP-60C in 1942, but the engine was so delayed that the P-60 moved onto other engines.

Date	Event	Location	Contact Info	Club Event
08/04/17	Hot August Nights 4th-5th	Virginia City NV		No
08/08/17	Hot August Nights 8th-13th	Reno NV		No
09/08/17	Roamin' Angels Car Show	Grass Valley, 3-day event		No
09/09/17	Roamin' Angels Car Show			
09/10/17	Roamin' Angels Car Show			
09/09/17	31st Street Rod Extravaganza	Chester CA, 530-258-2562 for info		No
09/10/17	Mopar Muscle Night	Car show, drag races, swap meet at Sacramento Raceway	Mike Moore	No
09/16/17	Hot Chili & Cool Cars	Pacific Street, Rocklin from 10-3..\$35 show fee		No
09/17/17	Captial City Mopar annual Picnic	Carmichael Park	Bob	Yes
10/07/17	San Joaquin Valley Mopars	Fall Finale Car Show at Lions Town & Country Park, Madera CA.		No
11/26/17	CAM Potluck	Calif Auto Museaum	Bob	Yes
12/03/17	Rally 4 kids	Shriners Hospital	Bob	Yes
12/09/17	CCM Holiday Party	Elks Lodge, Carmichael	Bob	Yes
Recurring Events				
Every Sat	Cars and Coffee	Palladio Parkway, Folsom		No
2nd Sunday from Mar 12	Cars and Coffee	Carmichael Elks from 8 - 12		No
Every Saturday	Cars & Coffee in Folsom	430 Pallido Pkway, Folsom		
Every Sun	Shopping Center Car Show	Cypress/Fair Oaks Shopping Mall		No
Tentative				
	National Auto Museum	Reno NV	Jack	Yes

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Looking for a special gift to give to your car guy or gal? How about a "Gearhead" membership to the California Automobile Museum? Several membership options are available. Membership information and an application form can be downloaded from the CAM website at calautomuseum.org.

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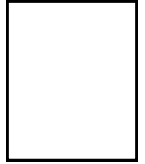
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The Lunch Bunch

Several CCM members have been meeting for lunch at various locations in town on the last Wednesday of the month. They call themselves the "The Lunch Bunch". This an open invitation for anyone interested in attending. Time is usually 11AM. Larry Pierce is the organizer and you can call him at 353-0965 or mail at kpierce569@aol.com to get on the call list.

Larry will call you a few days before to let you know what restaurant the group will be going too.

Note: Free car club member complimentary passes to the California Automobile Museum can be obtained from President Bob Berry or Treasurer Norm Benedict. Passes can also be mailed with your newsletter when requested.

CCM Members!

Got a business?

Provide a business card and it will be printed in the pages of **CCM News** free!

Donate Raffle Prizes

Got any items you won at a previous raffle or bought that you do not need? Consider donating them to the club as raffle prizes for the general meeting or the annual car show.

Next Meeting

Tuesday, September 5th
at 7:00 p.m.

California Automobile Museum
2220 Front Street, Sacramento, CA.

DMV Help Line (916) 657-6560