



NEWS



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

Volume 26, Issue 5

May 2018

Events Coming Up

- CCM General Meeting, May 1st, 7 PM.
- Cinco de Mopar Show, May 5th
- CCM Board Meeting, May 15th, 7 PM.
- Maxwell Car Show, May 19th.
- CCM Mopar Day in the Park 25, June 23rd.

How was your April? Every time something is going well, there has to be a humbling moment to set your head straight. Not that I like it or anything!



Maybe just take a long road trip?! (I vote for the road trip). A road trip with a good friend is always an experience, no matter what happens!

With less than 2 months to go, it's time to get ready for your annual club show.

Tom can set you up with flyers and sponsor letters at the monthly meeting, don't wait!

As always, we here at the publication office are open to suggestions for a new story or column in your newsletter.

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My April wasn't so good, had some problems with my car at willow springs, so it's back to engine building season! I love major setbacks! I hope your spring has been full of excitement. We are inching ever closer to our annual car show. With warmer weather finally here, the countdown to one of our favorites has begun, the Maxwell Car Show in 2 weeks! This is a great show with wonderful small town appeal, great food and a fun parade! So what are your plans this year? Going to make some upgrades? Maybe repaint something or switch it up with a new set of wheels and tires?

Sure, Vista looks tough outside.
But inside, it's a pushover.



The 1985 Colt Vista doesn't compromise an inch on performance, value, and quality. But when it comes to our seating, we are downright wishy-washy. You want to seat seven slam-dunkers? You got it. All seats up for one-on-one. Sleep two? Hey, no problem. Middle and rear seats back. Sweet dreams ahead. Haul everything but the kitchen sink? It's your space. Middle and rear seats forward.

Haul or sleep? Left seats forward, right seats back... or just the opposite. We feel very strongly both ways.

Vista is imported for Dodge and Plymouth, and built by Mitsubishi Motors Corp. in Japan. With all the advanced technology and nifty options Vista offers, it shouldn't require a big sell. However, we figure a little push couldn't hurt.

Colt. It's all the Japanese you need to know.



An updated events calendar is on page 6. Jack shares info about these events during the monthly meeting so we thought that it would be useful to those who can't make it out to the museum—take a look!

Club Information

Board of Directors

President:	Bob Berry	(916) 925-0336	rdnrboberry@yahoo.com
Vice President:	Travis Kingsbury	(916) 812-0854	travis.kingsbury@att.net
Treasurer:	Norman Benedict	(916) 985-8523	norman_1943@att.net
Secretary:	Cindy Lenz	(916) 956-8863	cindypearl916@gmail.com
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Activities:	Jack Porter	(916) 742-5356	jack_porter@comcast.com
Member at Large:	John Gerson		
	Steve Archer		

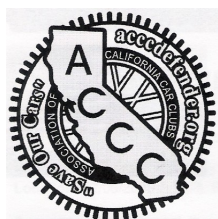
Staff Members

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.



SACRAMENTO, CA

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!

Hey! It's time to renew membership for CCM 2018! Travis 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 .



CCM Member Randy Pike has made some cool Mopar inspired metal signs and drinking accessories—all designed in the fashion of your favorite

corporate logo—of course! Contact Randy through the website or talk to him at the monthly meetings for more details on how to make them



yours!



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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!!!



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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The Plymouth Story

(A story about Walter P. Chrysler and the Companies that were involved in the start of Plymouth Cars)

Pt 3. 1937 to 1949: Mass Production, Product Improvements, then WWII
The beginning of Mass Production, and new product improvements and innovations, material shortages and then came World War 2 with no production or improvement for over 7 years.

Please note that is document is for Reference Only. I have strived to make it as accurate as possible and have documentation to back up all the information listed, however there can still be errors on my part or with the reference data used. So, if I get additional or new data that is needed to correct or update this document I will immediately make any change needed.

Between 1937 and 1949 there were both the highs and lows in the auto industry. The highs being increased year over year production numbers for most manufacturers, and the lows were when pre-WWII military build-up caused material shortages and then in December of 1941 the U.S. was plunged into WWII. Once the U.S. was officially in the war all production and sales of cars stopped until the war was over in mid-1945. For Plymouth the highs were that they made many vehicle improvements, like replacing the cloth roof inserts with steel panels, and having the headlights and taillight inserted into the fenders for both appearance and making them stronger. There were also some various chassis and body changes, with engine horsepower increasing up to 92 horsepower, and the old flat windshield were redesigned to a slanted Vee's type and they became fixed in place. Also between 1937 and 1940, except for 1938, the highs for Plymouth was that the average yearly production was over 447,000 cars produced a year, and 1941 was expected to be a huge record setting production year. This could have happened if it hadn't been for Government driven material shortages for items like copper, brass, rubber and steel that was needed to support the military. However, Plymouth still had a great production year with 522,080 cars being produced. Right after December 07, 1941, when the U.S. was plunged into war, the Government started a Rationing program that officially began in February 1942. This rationing program restricted raw materials, gasoline and tires for cars already made. One forgotten fact is that during the war years there was a mandatory speed limit reduction in all of the U.S., reducing the maximum speed limit down to 35 mph in an effort to save gasoline. In 1937 the Chrysler Corporation paid of the Dodge Brothers purchase Debt, and it was the first year that the total corporate production exceeded 1,000,000 cars. In 1937 Chrysler introduced a new type of Shock absorbers and hypoid rear axles. Production of the "P3/ P4" models was at 566,128 cars produced. In 1938 production of the "P5/ P6" models drastically fell because of military buildup causing material shortages and the year ended at only 285,704 cars being produced. In 1939 there were other notable things that happened with Plymouth and the Automotive industry; A. GM would produce the first mass produced / reliable Automatic Transmission, which would then push Ford and Chrysler to design their own Automatic Transmission, B. Plymouth would return to independent "A" arm front suspension, C. Plymouth would produce their first and last 4-door convertible, using the 117" Chrysler/ Desoto frame, D. It was also the last year for Plymouth to have a vehicle with a rumble seat, E. And the 1939 Roadking was the only remaining Chrysler product that still used a floor shift transmission. Production for the year was up to 423,850 cars produced. In 1941 Chrysler introduced a new and improved Safety Rim,

which later would be adopted by other manufacturers, also in 1941 it was the last year for the 201ci engine and it was replaced by the 218ci engine. The 1941 Plymouth model switched from the old butterfly type hood to the new and more modern alligator type hood, and the battery was moved from under the driver's side floor to under the hood. Another major event for Plymouth is that the 4 millionth Plymouth was built at the LA Plant. Production for the year was 522,080 cars produced.

In 1942 only 152,427 Plymouths were produced, and the last 194Plym-



outh was built on January 31, 1942. At the same time Willys started production of the General Purpose Vehicle (Jeep), and as many of you know Willys-Jeep would first be bought by AMC and then in 1987 AMC would become part of the Chrysler Corporation. From February of 1942 through September of 1945 no Civilian Automobiles were produced by any of Chrysler divisions, and the total Chrysler Corporation production quantity was only 1880 vehicles, with Plymouth building 770 of them. Also in 1945 Jeep started building its first Civilian Jeep, the CJ2A. The Plymouth bodies from 1945 to 1949 had very few updated, being basically a 1942 model with the same 218ci engine. However, there was a change to the tire size in late October of 1947 the tire size changed to 6.70 x 15. Another tire peculiarity was that each car was shipped with 4 rims/ tires on the car and 1 spare rim. Plymouth production was coming back to full-strength, however they did not keep exact production records from 1945 through 1949, so they only have a total of 1,059,489 cars built for those years. The only other major change for 1949 was that Plymouth came out with an all steel bodied 2-door Suburban station wagon.



The Plymouth Story

(This will be a multipart series for the next few issues)

Pt 4A. 1950 to 1962- New Body Styles, Construction, Engines & Transmissions

In 1950 the three low price leaders were very competitive, with Plymouth being at a disadvantage because the only engine option they offered was the old flat-head 6 which had been around since 1933. However, they did make some improvements by introducing wrap-around tail-lights, with stop lights included, which allowed them to delete the center stop light. The engine size remained at 218ci, but with increased hp to 97. This was the last year for the Wood-bodied station wagon. The good news was that again there was a production record of 610,954 cars (P19/ P20) being produced.

In 1951 the Deluxe and Special Deluxe model names were dropped and replaced with Concord, Cambridge and Cranbrook. The model numbers were P22 for Concord, P23S for Cambridge, and P23C for Cranbrook, for some reason they jumped over P21. The engine size stayed at 218ci @ 97 hp. However, for the Chrysler Corporation this was the first year for the new Hemi engine in the 1951 in Chryslers, in 1952 they were available in DeSotos, and then in 1953 they were available in Dodges. Plymouth production for the year ended at 611,000 cars being produced.



For 1952 the three models remained the same and there was only a minor change to the engine. In 1952 Plymouth was the only big manufacturer that only offered a 3-speed manual transmission. Production dropped to 396,000 cars made.

In 1953 it was the Silver Anniversary of Plymouth, but because it was also the Golden Anniversary of Ford this was not even mentioned. At the beginning of 1953 Plymouth was the only one of the 3 low priced leaders that did not offer as an option either power steering or an automatic transmission. However, Plymouth continued to improve in other areas such as a fully boxed frame with 4 cross-members, the engine horse power was raised up to 100 hp. Then later in the year they offered as an option both a 3-speed with overdrive and Hy-Drive semi-automatic transmission. In late 52 the 1953 model offered a new 2-speed PowerFlite automatic transmission for an additional \$189. Despite some shortfalls with the Plymouth versus Ford and Chevrolet 1953 was again a record setting production year, with 650,451 cars produced. Also in 1953 Kaiser bought the Willy-Overland Company, and then in 1970 Willys was bought by AMC.

For 1954 there were no major body changes. There were still the 3 model lines, but with new names; the Belvedere, Savoy and Plaza. There was the 4-door Sedan, a Sports Coupe, Convertible Coupe and the Suburban wagon. In 1954 Plymouth also found out that because it took extra horse power to drive the new PowerFlite transmission that the 218ci/ 100 hp engine just didn't have enough power and the cars were sluggish. So, they started installing the 230ci / 110 hp Dodge engine when the PowerFlite option was included. Demand for the 1954 Plymouth slowed down and in February production was on a "for sold orders only" basis, with the year's total production ending at 463,148 cars produced.

In 1955 Plymouth finally came out with an OHV V-8 engine, designated as the "A" or Poly engine, Ford had introduced their V-8 OHV in 1954 and Chevrolet also introduced their V8 engine in 1955. In 1955 all P26 models were built with the Flat-Heat I-6 engine and the P27 models were built with the new V-8 engines. The "A" engine started out with 277ci / 197 hp and its last year in cars was 1967 with the 318 ci/ 230 hp version. There were 2 different 318ci engines, the first being the "A" Poly engine and the second being the LA engine, with few interchangeable parts. Production for the year ended at 705,455, with the increase attributed to the new body style and the V8 engine.

In 1956 Plymouth offered a 3-speed automatic transmission, the TorqueFlite, and it was the first year for the Fury. The 1956 had some body changes, but was basically an updated 1955 model. Production for the year was 571,634 cars built.

In 1957 there was a dramatic body change for most auto manufacturers, with Chrysler coming up with what they called the "Forward Looking" design. All of Chrysler Corporation cars got large fins on the back making them look like aircraft. Torsion-bar front suspension was also introduced in 1957. Production for the year was up to 726,009 cars produced.

From 1958 through 1959 there were only few changes made to Plymouths, except the body fins kept getting larger. Production for 1958 was down to 443,799 cars produced and 458,261 cars produced in 1959.

In 1960 Chrysler introduced a complete new product line named the Valiant, which was launched as a compact model. The Valiant was originally a standalone model for Chrysler, but that only lasted for one year. Then in 1961 the Valiant was repositioned as a sub-model for Plymouth. The other big change for Chrysler Corporation was the introduction of the new Slant-6 engine, which replaced the old Flat-Head I-6-cylinder engine in cars. 1960 was also the year Chrysler started utilizing Unitized Body Construction with sub-frames. Production remained low at 483,969 cars produced.



In 1961 for the first time since the early 1930's Plymouth was no longer the #3 manufacturer, first being replaced by the AMC Rambler and then later in the 1960s by Pontiac. In 1961, ahead of Ford and Chevrolet, Chrysler Corporation cars started using Alternators in place of generators. Plymouth production dropped even lower to 356,257 cars produced and this was also the last year for the DeSoto car line.

In 1962 sales continued to drop because of poor body styling and the down-sizing of Plymouth models. In 1962 Chrysler also started using full body unitized body construction. Total production for the year was down to 339,527 cars produced.

The events listed below are shown as either 'confirmed' with dates, or 'tentative' without dates. As the 'tentative' events receive dates, they will move to 'confirmed' status.

Date of last revision:
2/6/2018

Month	Date	Event	Location	Contact Info	Club Event
Confirmed Events					
May	05/19/18	Maxwell Car Show	Maxwell High School, Maxwell, parade at 9:30, car show reg and parking 10:30. Car show at 11	Bob	Yes
	5/5/18	Cinco De Mopar Show	Tognotti's, 9 am	Anthony	Yes
	5/5/18	Sacramento Area Mustang Club (SAMC) Time & Distance Rallye	Contact: mark@chlngr.com or jack_porter@comcast.net to attend	Mark	No
June	6/23/18	Mopar Day in the Park 25	Hagen Park, Rancho Cordova	Tom	Yes
	Tentative	River Cats Car Show	River Cats ball park	Jack	Yes
July	Tentative	State Fair Mopar Display	Cal Expo	John/Gary	Yes
September	9/2 - 10/7/18	CAM Car Club Cavalcade	Members of Cap City Mopars can display their car(s) at CAM for the month long show. Currently, due to space limitations only 4 cars can be displayed.	Bob or Jack	Yes
	9/8/18	Mopar Muscle Car Shoot Out	Sacramento Raceway	Randy	Yes
	9/7 -9/9/18	Roamin' Angels Car Show	Nevada County Fairgrounds	www.roamingangels.com	No
	Tentative	CCM Picnic	Carmichael Park	Bob	Yes
October	Tentative	Poker Run	Foothills	Norm	Yes
November	11/25/18	CAM Tree Trimming & Pot Luck	California Auto Museum	Bob	Yes
December	12/02/18	Shriner's Hospital Toy Drive	Shriner's Children Hospital	Jack	Yes
	12/08/18	CCM Holiday Party	Carmichael Elks Lodge	Bob	Yes
Recurring		2nd Sunday car show at Carmichael Elks	8-11 a.m., 5631 Cypress Ave, Carmichael CA	-	No



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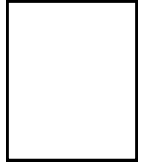
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First Class



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, June 5th

at 7:00 p.m.

California Automobile Museum
2220 Front Street, Sacramento, CA.

DMV Help Line (916) 657-6560