

# CCM NEWS



For the Chrysler Corp. and American Motors Corp. product enthusiast

Volume 19, Issue 3

March 2011

## Events Coming Up.

- CCM General Meeting, March 1, 7 PM.
- CCM Board Meeting, March 15, 7 PM.
- Mopar Day in the Park 18, June 25

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### Maxwell Classic Car Show

Fellow CCM member Randy Wilson is holding his 14th Annual Maxwell Classic Car Show on May 21, 2011 and is seeking some nice Mopars. The show will be held in Maxwell, CA from 11 am to 3 pm and there is **NO** entry fee.

Featured is a parade (optional), trophies, plaques, famous "Chuckwagon Lunch", free raffle for participants and other activities for adults and children. In addition, there is a special V.I.P. award and a Reno vacation package will be given away. For more information or an application, call Randy at 530-438-2376 or e-mail Vicki-Wilson@hotmail.com.



### THE NAME GAME

From Mopar Collector's Guide

You'll notice some popular Mopar events changing names this year. Most noticeable will be Mopars At The Strip (affectionately known as MATS by its patrons) now being dubbed "Moparty At The Strip." While you'll see "Brand-X" cars slipping through the gate to race the Mopars in the Modern Muscle Wars, this event will stay firmly rooted in old Mopars. The name change comes in the aftermath of the promoters, the Painter family, losing their Chrysler dealership thanks to the government's redistribution of new car dealerships plan. Phil Painter tells me while Chrysler Corporation is still very welcome at the show, the name change was thought necessary to separate the show from corporate Chrysler since they are no longer in business with the Painter family and Chrysler no longer

plays any part in sponsoring this event. In just a half dozen short years, MATS has become the Mopar Nats of the west and despite the minor name tweak, it will hopefully maintain that status for years to come.

### 2011 Dodge Ram Pickup Trucks

The Ram 1500 **Tradesman** was set up for commercial use. It uses the 5.7 Hemi engine with 390 horsepower and 470 lb-ft of torque, getting 20 mpg on the highway. It is more capable and highly capable than the competition's V6, and comes with a class IV hitch, 17 inch wheels, and more, with up to 10,400 lb of towing, best in class of entry level full size pickups. It has 1660 pounds of payload, will be available in the second quarter with short or long beds. The starting price is \$22,780 *including destination*, and they are due April/May 2011. (Add \$300 for long box; add \$4,455 for 4x4. Long box 4x4 starts at \$27,535.)



The long-rumored Ram **Adventurer** pickup has a standard Hemi V8 engine with 20 mpg highway, and a monochromatic paint scheme with dual chrome-tipped exhaust. Standard will be fog lamps, 20-inch aluminum wheels with locking lug nuts, a locking tailgate, cargo lamp, rear-bumper step pad, 6" x 9" side-view mirrors, and rear wheel-well liners; 3.55 rear axle ratio, four and seven-pin trailer wiring harness, and a full-size

(Continued on page 4)

# Club Information

## Board of Directors

<b>President:</b>	Bob Berry	(916) 925-0336	rdnrnbobberry@yahoo.com
<b>Vice President:</b>	Rex Barnes	(916) 416-2861	
<b>Treasurer:</b>	John Leymaster	(916) 962-2655	johnnycruise@comcast.net
<b>Secretary:</b>	Gary Leymaster	(916) 685-3546	moparman@surewest.net
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<b>Editor:</b>	Michael Hess	(916) 973-1854	hess_m@att.net
<b>Webmaster:</b>	Norman Benedict	(916) 985-8523	webmaster@capitalcitymopars.com
<b>Car Show:</b>	Tom Pluth	(916) 283-6112	tpluth@surewest.net
<b>Activities:</b>	Greg Kern	(916) 791-4718	gregoryckern@aol.com

## Staff Members

Property Manager:	Norm Benedict
Competition Director:	Michael Moore
Historian:	Norm Benedict
Legislative Director:	Robin Cole
Publicity:	Norm Benedict
Sales:	Larry Pierce
Sunshine Coordinator:	JoAnn Kear

## 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.

## next meeting

Tuesday, March 1  
at 7:00 p.m.  
at the

California Automobile Museum,  
2200 Front Street, Sacramento, CA.


## **CCM NEWS**

### submissions

Articles written by members are not only welcome, they are vigorously encouraged. The **only** requirement on the content of the articles submitted to the **CCM NEWS** is that it be automotive or Mopar related. Articles can be submitted on CD (saved in "text" or MS Word format), e-mailed to the editor, typed/written on paper and mailed to the club post office box or presented to the editor. **Deadline is the 20th of each month to make the next month issue.**

**Western Festival Parade**



The Western Festival in Elk Grove will be Saturday, April 30th. Participants need to let Robin Cole know by the April general meeting if participating in the parade and/or the BBQ. You can also e-mail Robin at Twofurys@comcast.net. The parade will start at 10 AM which means cars will need to be in place at 8:30 AM. The BBQ will be at Robin's house at 12:30 as a potluck with the club providing the meat and drinks. Robin's phone number is 686-6416.



**APRIL 8-10<sup>TH</sup> 2011**

**AT LAS VEGAS MOTOR SPEEDWAY**


**VIVA LAS VEGAS 2011!**

**SOX AND MARTIN HEMI CUDA**

2011 Charity Give Away by Mr. Norms Garage, Sox and Martin Collectors Series Super Street Cuda, to Benefit the Ronnie Sox Foundation.

Tickets are \$25.00 each or 2 for \$40.00 @ [www.mopartyatthestrip.com](http://www.mopartyatthestrip.com), [www.matslv.com](http://www.matslv.com) or at the event. Car will be given away on April 10<sup>th</sup> 2011.




**For Sale**

1966 Plymouth Belvedere 426 Hemi - \$155,000 (negotiable)

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Pictures, information, magazine articles are at:

[www.flickr.com/photos/1966plymouth426hemi](http://www.flickr.com/photos/1966plymouth426hemi)

Also see e-Bay #200566236955

Carolyn Johnson

Phone: 210-649-3139 (San Antonio, TX area)

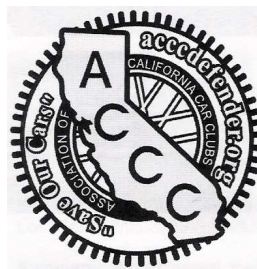
Email: [carolynjohnson928@hotmail.com](mailto:carolynjohnson928@hotmail.com)

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

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

**CCM Products for Sale**

Car Show Dash Plaques	\$1.00
Club Logo Patches	\$3.00
CCM Hats	\$15.00
CCM Decals	\$1.00
CCM Cups (Members)	\$4.00
(Non-Members)	\$5.00
CCM Pins (Members)	\$3.00



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

# March 2011

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 CCM General Meeting, 7 pm	2	3	4	5
6 CAM Swap Meet Next to Museum 916-442-6802	7	8	9	10	11	12
13	14	15 CCM Board Meeting, 7 pm	16	17	18	19
20	21	22	23	24	25	26 Goodguys All American Get Together, Pleasanton Fairgrounds
27 Goodguys All American Get Together, Pleasanton Fairgrounds	28	29	30	31		

(Continued from page 1)

spare tire.

Inside, the new truck will get a vinyl 40/20/40 split-bench seat, and buyers will have a choice of vinyl or carpeted floor covering. Standard comforts include air conditioning, tachometer, 12-volt outlet, tilt steering wheel, six-speaker media center, audio input jack, automatic headlamps, behind-the-seat storage bins, driver and passenger assist handles, power accessory delay, rear dome lamp, rear-view day/night mirror, tinted glass windows, tip start, and variable intermittent windshield wipers.



Ram **Adventurer** comes as a regular cab, short-bed model, with a choice of 4x2 or 4x4 drivetrain. When equipped with an optional Class IV hitch, the new Ram will tow a maximum trailer weight of 10,450 lbs. The list price will start

(Continued on page 8)

**On-The-Air Swap Meet!**

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## Tic-Toc-Tech: Wood for Thought

Tom Condran

*Kaw-li-ja was a wooden Indian, standing by the door.  
He fell in love with an Indian maid over in the antique store.  
But Kaw-li-ja he never showed a sign.  
Because his heart was made of knotty pine.  
Kaw-li-ja that poor old wooden-head. — Hank Williams “Kaw-li-ja” (1953)*

Classic Iron V8 heads were cast in, well, gray iron, then machined. Yet fully half of their cubic volume began as a most improbable engineering material. Lignum vitae, tropical wood. All their “as cast” voids — the chambers and ports, water passages, and the intricate roof surfaces for the valvetrain — were first carved elegantly in wood.

Today engine blocks and heads are designed on three-dimensional CAD/CAM programs, then get compression die-cast, largely in aluminum. But back in the day of the logarithmic slide rule and HB draft pencil, any engineer could design the shapes and dimensions for such an intricate casting as an OHV cylinder head only roughly. Final product relied on a long chain of artisans, anonymous pattern-makers, mold-makers, and foundrymen, who rendered concepts into iron.

Until just one short generation ago, arguably the most accomplished artisans in all industry were the pattern-makers. After long training and even longer apprenticeship, a pattern-maker could not only revisualize multiple drawings into a solid. He could finagle those adjustments necessary to counter the peculiar uncertainties during casting. How much allowance for shrinkage. How much taper to sand cores. Rounding stress risers. More. Only then did a pattern-maker finely carve each master pattern as a most exquisite industrial art.

The raw material of choice was a special wood, lignum vitae (Latin for “wood of life”), from two trees that grow only in the Caribbean. This is far the hardest wood, three times more than hickory. It is grained so densely that it will not float. And for a natural material it is immensely tough.

Lignum vitae is commonly called ironwood, and its green heartwood greenheart. It is related to

creosote plants, and grows as slowly even in the rain forest. A mature trunk never exceeds a foot in diameter. Long harvested for its many unique uses — and decimated first by demands in WWII and now by habitat extinction — it is endangered.

Beyond casting patterns, lignum vitae found the most exotic functions. For mortars and pestles. As belaying pins on sailing ships. In truncheons of British Bobbies. Ground, its oil is medicinal. Boiled, its tea is contraceptive. Self-lubricating, it served as the outboard shaft bearing for ships. The nuclear sub USS Nautilus bore lignum vitae.

Master patterns carved and polished from lignum vitae were reproduced in quantity in phenolic resins (Bakelite is an example). Then those were used in foundries to form sand cores that formed the internal voids in intricate castings like heads.

But working from the natural materials of wood and sand exacts a cost. Shapes seldom emerge exact to design. Masters must be compromised slightly to produce the possible. Working patterns wear. Sand misbehaves. Cores shift in the mold. No casting is without some of a long list of flaws. Faults can become additive. Port walls suffer.

So high-performance engine builders (rebuilders, in truth) attempt to optimize the shapes of intake ports from the given of a stock head casting. The first step is to find out what a cast port actually looks like, by bringing a negative space into the open. Lubricate the port and chamber, and pour in casting rubber. Let its surface set, decant the fluid center, wait, then wring out a rubber model.

Mojo that men work on ports to build power is beyond our scope here. But a port brought out into daylight reveals the subtle arts that pattern-makers once wrought from the wood of life.

**SUNDAY, APRIL 17th, 2011**



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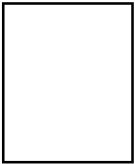
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First Class



(Continued from page 4)

at just \$23,830, including destination charge; the truck is expected to hit dealerships in the second quarter of 2011.

The new **Outdoorsman** model takes over from the old TRX, and is targeted at customers who hunt, fish, or camp, with added standard features for those activities — including mud/slush mats and fog lights. It is an addition to the SLT package and have either the 4.7 or 5.7 engines. Fred Diaz wrote in late September 2010, “Based on dealer and media feedback, the Outdoorsman package has been very well received. The name and combination of features is resonating quite well. Dealer orders have been well above expectations.” In February he said, “consumer response and initial sales are already off the charts.” **from allpar.com**



## Spring SWAP MEET

Proceeds Benefit



March 6, 2011  
6am – 2pm

**FREE** General Admission and Parking  
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Saturday Setup (2PM – 5PM)  
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Car Sale Spaces.....\$15 each  
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Additional Spaces (after first 2)...\$10 each

Swap Meet location in the parking lot directly south of the California Automobile Museum - under the Freeway (2400 Front Street).



PRE-REGISTER ONLINE @ [www.CalAutoMuseum.org](http://www.CalAutoMuseum.org)