



NEWS



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

Volume 26, Issue 4

April 2018

Events Coming Up

- CCM General Meeting, April 3rd, 7 PM.
- CCM Board Meeting, April 17th, 7 PM.
- CCM Spring Poker Run, April 15th.
- CPW Spring Fling 32, April 12-15th.
- Maxwell Car Show, May 19th.
- CCM Mopar Day in the Park 25, June 23rd.

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Been working on your stuff? I have! There is lots going on this month with the annual CCM Spring Poker Run, Spring Fling in Southern California and Maxwell coming up quick! With less than 2 weeks before Spring Fling Speed Fest at Willow Springs, it's been non-stop excitement in my shop. So much to do and so little time. Why does it seem like there are so many things you want to do before an open track day but never get them done until the last minute?



Continuing in this issue on page 4, is the Demon Road & Track review with Big Daddy Don Garlits. Still haven't seen one yet.....anyone

else????
With warmer weather finally here, the countdown to one of our favorite shows has begun, the Maxwell Car Show in May! This is a great show with wonderful small town appeal, great food and a fun parade!

Before you know it, our annual car show will be here. There is always lots to do in



preparation. Tom can set you up with flyers and sponsor letters at the monthly meeting, you don't even have to ask nicely!

I look forward to seeing you out at one of



these events, so get those nitrous bottles filled and fire up that barbeque, it's grill-in' time once again.—Get out there and drive your car!

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 |
| Membership: | Gail Perry | | |
| Newsletter Editor: | Eric Seifert | (916) 448-4132 | ntstlgl1970@yahoo.com |
| Webmaster: | Norman Benedict | (916) 985-8523 | webmaster@capitalcitymopars.com |
| 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 | | |
| | Steve Archer | | |

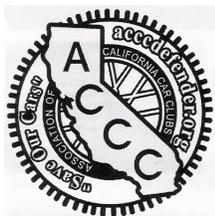
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| | |
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| Property Manager: | Norm Benedict |
| Competition Director: | Michael Moore |
| Historian: | Norm Benedict |
| Legislative Director: | Greg Marks |
| Publicity: | Norm Benedict |
| Sales: | 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!

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 Demon and Don Garlits Part 2.

Don “Big Daddy” Garlits is the most innovative man in drag racing history. For him, wrangling the 840 horsepower Dodge Challenger SRT Demon is a piece of cake.

This article originally appeared in the February, 2018 issue of Road&Track. - Ed.



Garlits didn't want to be a drag racer. He obviously enjoys winning but says he does not like speed and fear. He was born in Tampa in 1932. As an infant, he slept on the dirt floor of a toolshed. His father, a former Westinghouse engineer, moved to Florida in 1927 to chase the fruit-farming

boom, only to become one of the era's "forgotten men" when the bank went under and lost his savings. Diseased flies then ravaged the family farm. To contain the infestation, the Department of Agriculture showed up, sprayed the crops with kerosene, and burned them while the family watched.

Garlits grew to like tinkering. When he was a boy, the other boys paid him to work on their bicycles, and he took that money and bought model airplanes, so he could tinker with those. After high school, he started tinkering with radiators and fenders. He happened to be good at tinkering with nitro fuel and Hemi engines, so he opened a race shop in Tampa. He tried to stop, to remove himself from the cockpit, numerous times. Invariably, the 'shoes hired to pilot Swamp Rat in his place were either fired or quit, forcing Garlits to fulfill contractual obligations by climbing back behind the wheel. He drove professionally for six decades. But if he had his druthers, he'd never climb into a dragster, only build them and handle the business.

The morning after running the Demon at Gainesville, we meet at Garlits's base of operations in Ocala, an hour south. He relocated there in the 1980s, after amassing more than \$4 million in race winnings. One sprawling tract encompasses the Don Garlits Museum of Drag Racing and an ancillary antique-road-car exhibit, plus a smattering of garages and a personal workshop. The bunker-like complex sits behind a high fence, tucked inside an industrial park, backing onto the freeway.



Garlits's hands are already greasy when I arrive. He still turns wrenches every day, still tours year-round, driving a 60-foot truck and trailer, hauling various iterations of Swamp Rat to appearances across the country. But he is quick to mention interests beyond racing. That started with bookkeeping, which he's always kept in-house, both at the old Tampa shop and the museum.

"Because I like accounting, I studied world economics, so I know how the money systems work—most people don't understand the

money at all. I also like religion and archeology. I studied human origins, all the stuff the mainstream media stays away from. There's so much stuff here that's unexplainable."

Some of Garlits's views on those matters are unconventional. Among them, a belief that beings from another planet populated Earth millions of years ago, before getting "wiped out in some cataclysmic event." During the two days we spend together, he mentions man-made items discovered inside geodes and secondhand encounters with extraterrestrials. And he relays anecdotes that beg to be shared in whole, because they defy easy summary. Example:

"My friend Bob Lazar, he . . . got a job in Area 51, in the Paeopoe Lake area. They would fly him out, put him in a bus with the windows blanked out, and drive into the desert. They had these mountains—they looked like mountains, but they were actually hangars. This was in the 1980s, and [the United States] had in our possession at that time eight or nine flying saucers. Some of them were really old, dug up out of the ground. One was brand spanking new, a runnable model.

"[Lazar] never saw any aliens; they kept those away from him. But his job, and 20 other guys', was to figure out the propulsion system. They figured it out pretty much right away, but they didn't have the materials here to actually replicate it. It runs on an element we don't have on this planet, '115,' he called it. . . . Now, mind you, these were not interplanetary vehicles, just back and forth to a big mother ship that orbits. They don't bring it to the ground. It would cause problems.



"It runs on electricity. [Lazar] got a drawing made by an artist in California, best he could remember. I've got a copy. The thing's about the size of a baseball and generates enough electricity to power up New York City, and you can lay your hands on it, running, and it just gets warm. See, we don't know anything about technology like that. That's really far out."

To which you can only stand there and blink a few times and say, "Yes, Don. Yes, it is."

Some in drag-racing circles dismiss Garlits's penchant for the bizarre as a quirk. Others believe it's a psych-out technique, part of the Big Daddy persona. NHRA champion Shirley Muldowney, a longtime friend and rival, once suggested that prolonged exposure to nitro fumes made Garlits "funny in the head." (In fairness, she said this after Garlits reportedly began stringing a leather thong with animal teeth, which he said were magical, and rubbing them for luck.)

"I just need information, I guess," he says. He pauses to consider, something he does not often do in conversation. (Continued)



“Yeah. That’s it. I can’t get enough information. I don’t know any other answer. What keeps me going is, my mind is always running . . . there’s just so much we don’t know.”

The man certainly has a unique relationship with progress. At the track, he bemoaned modern drag racing, the dependence on computerization, and “crew chiefs sitting in air-conditioned rooms.” But during his Top Fuel career, Garlits’s ability to recognize the value of new technologies was uncanny; he appeared to believe in ruthless innovation, bent on advancing the sport.

Garlits once remarked that every bit of clever engineering on the NHRA grid came from something he did first. It was only a slight exaggeration. His contributions run the gamut—safety, aerodynamics, materials—but are most evident in Swamp Rat 14, the first successful rear-engine dragster. He started designing it from a hospital bed, after the gearbox catastrophe in 1970. Development stalled when he was released. “I put together a brand-new slingshot, the latest double-throwdown deal, and we’re putting the body on it outside the shop. My wife, Pat, comes out. She knew what it was, because she was the comptroller [at the Tampa shop], and there was no deposit for a new front-engine car. I said, ‘Honey, that’s my car for 1971. In two weeks I’ve got to be in Long Beach, on an IHRA contract.’ She says, ‘You would get back in one of these things after it killed six of your friends in the past two years?’ I said, ‘Honey, this is what I do.’ She says, ‘These machines are dangerous. Now get back on the rear-engine car.’ ”

Swamp Rat 14 stands as the most significant design in drag-racing history, both in safety and speed; every winning Top Fuel dragster since has been iterative. When the conversation turns to legacy, Garlits shows me his race trailer. It is wallpapered with more than 500 photos, from his childhood to his last pro drag-racing pass, in 2003. He started putting them up three years ago, while Pat was dying from Alzheimer’s disease. “If you took an arm, and you tied it up, in a couple years it wouldn’t be usable,” Garlits says. “If you don’t keep using your brain, it’ll be the same thing. Most people think it’s just getting old. It’s not. It’s that you failed to use the brain. Learning, being engaged, having projects that excite you, that’s the best.”

Garlits seems happiest when discussing those projects. Especially his latest creation, Swamp Rat 37, an experimental dragster that employs four lithium-ion battery packs and six series-wound DC motors. The setup produces roughly 2000 hp—a fraction of the power output of the



nitro Hemis he built for decades. But Garlits says the new machine set the electric quarter-mile speed record. Twice. First at 176 mph, [then 186](#). He wants to chase 200 mph the next time out. He’s bullish on the technology’s future in pro drag racing. “You could have an electrical outlet right in the staging lanes. Just pull up, give it five minutes to charge, and be ready to go. It would never replace what we’re doing now. But there are places where we’re not going to run fuel dragsters much longer. These noise-abatement deals? Oh my God . . .”

He scoffs. We’re standing in Garlits’s private workshop. It is detached from the museum, so nobody can bother his things. Silent dragsters aren’t objectionable, he says, but the politics behind noise ordinances are—city councils turning their backs on local strips to appease a few citizens griping about property values. He points to a row of jugs on a low shelf. “Nitromethane. They’re coming here from Homeland Security in January. They were supposed to be here before, but they were afraid of [Hurricane Irma]. They hate this—that I’ve got drums of this sh** . . . remember, there’s a lot of things that ain’t around now because a government official signed a piece of paper. Fuel dragsters could be gone tomorrow. So we better have something standing by to take its place.”

The electric dragster isn’t here today; it’s in storage, awaiting new motors and sprockets for the 200-mph run. Without it, the workshop looks like a gasoline-culture bomb shelter. The newest piece of equipment is from 1968. There’s a Lincoln V12 swinging from a hoist. A pair of industrial Hemi V8s, retired from Lake Okeechobee water pumps, are disassembled. Swamp Rat 12-B, the first dragster to reach 240 mph, is under restoration. Floor-to-ceiling shelves teem with vintage spares, tagged and dated, stretching into the far recesses of the building. Were it not organized and deeply cool, it would resemble hoarding.

“I’ll walk through the local swap meets, and if I see something I know is rare, I’ll get it, even if I don’t need it right then,” Garlits says, gesturing toward a set of Arduin cylinder heads. “Some of this stuff is really rare. Once it’s gone, it’s gone forever.” We swing open a side door and enter the museum. The space is an overflowing labyrinth, thousands of totems: T-shirts, posters, stickers, magazine covers, coffee mugs, framed photos, die-cast models. Every trophy Garlits ever won. There are Eagle Scout merit badges, a letter from the White House, an induction certificate from the Father’s Hall of Fame, a yard sign from Garlits’s run for Congress. And many evolutions of Swamp Rat. Hand-painted signboards nearby have “biggest,” “fastest,” “first,” and “most” set in bold, underlined italics. I take a moment to process the scene. Garlits surveys the room. He has spoken of all this in a slightly different tone from what he used at the strip. More matter-of-fact.

“I’ve made contributions to the sport, some major accomplishments. And if somebody else built a museum, I knew they’d flush that down the toilet.”



He takes a step back. “Now it’s all here. The proof is right here. Nobody can come along, say it didn’t happen.”

- Max Prince FEB 5, 2018

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 | | | | | |
| April | 4/14 - 4/15/2018 | Spring Fling 32 | Woodley Park, Van Nuys, CA | www.cpwclub.com | No |
| | 04/15/18 | CCM Spring Poker Run & Picnic | Meet at 11 a.m., 1461 Meadowview Rd. Going to several wineries in Clarksburg and the delta area. | Norm or Jack | Yes |
| | 04/21/18 | Carmichael Elks Car Show | Limited to 200 cars | Tom Ingle 916-214-4952 car-michaelclassic@yahoo.com | No |
| | 4/27 -4/29/18 | Muscle Cars at the Strip | Las Vegas Motor Speedway | www.matslv.com; 702-256-8254 | No |
| 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 |
| | | | | | |
| 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 dis- | 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/Randy | Yes |
| Recurring | | 2nd Sunday car show at Carmichael Elks | 8-11 a.m., 5631 Cypress Ave, Carmichael CA | - | No |



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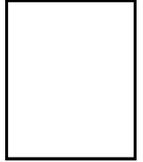
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First Class



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, April 3rd
at 7:00 p.m.

California Automobile Museum
2220 Front Street, Sacramento, CA.

DMV Help Line (916) 657-6560