Capital City Mopars NEWS

Volume 28 Issue 4 | A Car Club for the Chrysler Corporation and American Motors Enthusiast (est 1992) | April 2020

Upcoming Events

- CCM General Meeting
  Tuesday April 7
  cancelled
- Bunch Brunch?
  Sunday April 19
  cancelled
- CCM Board Meeting
  Tuesday April 21
  cancelled
- The Lunch Bunch with ACCC
  Wednesday April 22
  cancelled
- CCM Poker Run
  Sunday April 26
  cancelled
- Maxwell Car Show
  Saturday May 16
  check before attending
- CCM Day in the Park 27
  Saturday June 27
  cancelled

Cap City Mopars has cancelled all our April events and the June Car Show, due to the Covid-19 pandemic. Future events are uncertain, so please be sure to "check in" with every event prior to coming out. Some health organizations are projecting we should continue to practice 'safe space' into May or possibly June. Other sources warn this may be the norm for as long as 18 months.

Also due to this, the difficulty of getting together for any planning or strategy sessions, and the uncertainty of events of any kind in the next few months at least, it is highly unlikely that we would be able to produce our car show this year.

Please watch the CCM Newsletter and website for future announcements.

CAPITAL CITY MOPARS WILL ENDURE !!!

But 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.

for our more adventurous members...

GENERAL MEETING

April 7, 2020

Board of Directors

Officers

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

Directors

Car Show Coordinator - vacant
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

Minutes: *Secretary*

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

This months meeting is canceled due to Museum closure and COVID 19

Club Business:

OLD:
1. ACCC Conference -
2. CCM providing lunch for ACCC on Wed April 22 - canceled
3.
4. Events for July and August?

NEW:
1. April Sunday brunch - canceled
2. April Lunch Bunch - canceled
3. Nevada City/Empire Mine cruise Sun 26 April - canceled
4. Mopar Day in the Park 27 - Sat. June 27, 2020 - canceled

CLUB MEETING MINUTES

1. Treasurer Report: After paying our taxes for this year, Norm reports Total Cash Assets of $3709.
2. Newsletter Report: Alive and well. Please send articles, notes, stories, photos to Mark.
3. Membership Report: Same numbers as last month - almost 100 members and co-members.
4. Our website is in good shape, and will be updated with current information and cancellations.
5. Legislative Report: Keep a wary eye on SB 246 and AB 210. Don't let them regulate our cars out of existence.
6. Sac Raceway: "All spectator events have been cancelled through April 30th."
7. Acitivities: All CCM eventsfor April, and the June Car Show have been cancelled. Meetings for April and probably May will be held virtually (by phone, text and e-mail) and reported in this newsletter. If you have anything you would bring up at a meeting, please communicate it to Bob, Norm, Mike, Cindy or Mark, we will place it on the agenda and discuss it, and report here. Those who want to be involved in this process, also please contact the above people. The next Board Meeting date is April 21, the next General Meeting date is May 5.

   We need ideas and member volunteers to plan some events for July and August.
8. Car Show: Cancelled for 2020, to our great regret. We still need a volunteer for Car Show coordinator - to help make 2021 TWICE as good.

2020 Calendar
(tentative)

Jan. - Happy New Year
- Brunch Sun 26

Feb. - Brunch Sun 23

March - Brunch Sun 15

April - Brunch Sun 19
- ACCC Conference, Wed-Thur, 22-23
- CCM host lunch Wed 22
- Lunch Bunch Wed 29
- Nevada **City** / Empire Mine cruise Sun 26

May - Maxwell car show, Sat 16
- Brunch Sun 17

June - Mopar Day in the Park 27, Sat 27, 2020

July –

Aug –

Sept – Mopar Shootout, Sat
Carmichael park picnic, Sun 13

Oct – Poker Run, Sun

Nov - CAM potluck, Sun 29

Dec – CCM Holiday Party, Sat 5
- Shriners Toy Run, Sun 6

Lunch Bunch - 11 am Last Wed each month

A month or 2 ago we ran an article (quoted from on online source) listing "Little Known Facts About Muscle Cars" We didn't have the room to include some of the comments that invariably drawn by such an article. Here, for your entertainment, are a few of the comments from that article.

...If the high production, mid-size platform, first called such (by Car & Driver) 64 GTO that was immediately followed by just about every manufacturer doing at least a version of it in their lineup isn't the first musclecar…

….…then how is the low-sales (i.e., estimated 300-1100 for the 56 Dodge d500) Mopar products of the mid-50s (others cite the 300 letter cars…) that only vaguely lead us into the full-size (mid size platform basically went away in 1958) horsepower war of the early 60s the obvious start of something that happened 8 years later? An inspiration… okay maybe. But we are talking about cars most of the public would never have seen out on streets as there were so few of them made.

...At least the 49 Olds Rocket 88 sold a ton. I think there is a better argument for that as the first muscle car as every make followed suit with overhead v8's and 49 Olds is basically a 1960s midsize car.

...The problem with the term "musclecar" is that it wasn't a term that was widely used until the 80's and there isn't any consensus on it, just a lot of opinion. What is or isn't, what was the first, what was the last, do the current crop of high perf cars count, blah blah blah. People argue it constantly.

...What is not arguable is that in 64 Pontiac created a new niche in the factory high performance marketplace with the GTO that caught Plymouth and Dodge (and everyone else) flat footed. Call it whatever you want, the GTO was segment-defining.

...Not sure if I agree with the author's claim that the first street Hemi prototypes were released in 1965 or even in 1964. My cousin owned a 1963 Plymouth Belvedere with a factory 426 Hemi with 2 four barrel carbs on a ram log intake manifold. The engine came with compression ratio of 13.5 to 1 and a solid lifter camshaft. The car was plain looking with rubber floor mats, bench seats and black wheels with small Plymouth hubcaps. I remember getting a ride in this car as when I was about 14 and remember still the horrendous noise those 8 barrels made when opened up. About 4 years later I found a 1964 Dodge Polara 500 with a 426 max wedge running two fours on a ram log intake, a solid lifter cam and a Hurst 4 speed. It too, as was my cousins Hemi, a monster street car and what I call real factory muscle.

...It is an old argument, but the claim that the 389 goat was the first real muscle is just as disingenuous. The high performance niche (cars) were already on the street before the first GTO left the factory. Fact is there were many cars such as those in the MOPAR stables running extremely quick 413s in various models that included the Dart platforms.

...If you're responding to me, I never said it was the first muscle car. "Muscle car" is a generic b.s. catch-all term that nobody agrees on the meaning of anyway.

...I did say that the GTO carved out a new niche in the existing performance car marketplace, which it did. The 413 and 426 Max Wedge Mopars were not direct competition for the GTO, being as they were factory race cars and the GTO was not.

...Well, take the "pony car" thing the same way.

...Studebaker's 1953 design was very much long hood, short deck --Mustang and Barraccuda are just a smaller car.

...That Studebaker design evolved into performance editions by mid-50s as well.

...So maybe pony cars should have been called "little hawks"…

...(maybe a couple of the points in the article shouldn't be presented as "facts" since they are just dumb things people argue about)

...1957 Rambler Rebel is credited for being the first factory-produced intermediate-sized high-performance car. This later became known as the muscle car market segment. It was also to be among the earliest production cars equipped with electronic fuel injection.

..."First torsion bar suspension" is not accurate. The 1955 and 1956 Packards and certain Clippers had an innovative torsion bar suspension for all four wheels. And then there's the original VW Beetle.

...Studebaker's 1956 Golden Hawk is arguably the first muscle car. It had a 275 hp Packard V8 in its engine bay.

...Was a Super Wasp with twin H power a muscle car? I had one briefly in 1971, but mine had a hydro. I sold it because it needed Hudsonite fluid for the transmission and the parts stores were clueless.

...One fact that you may want to add is that Mopars also had reverse threaded lugnuts. On the driver's side.

...What people tend to forget is that the GTO and all the big block intermediates that followed it were called super cars back then , not muscle cars and the compact Nova's , Dusters, etc were called Junior Supercars.

...One fact that you may want to add is that Mopars also had reverse threaded lugnuts. On the driver's side.

...My dad's 59 Bonneville also has reversed threads on the one side. Not sure how wide-spread this was.

...The first muscle car? The one that every dealer had 5 or 6 on the floor ready to go? Not a one-off specially available & special order by someone in the know? Undoubtedly… the 1964 Pontiac GTO.

...I somewhat dread these "facts" articles, as they're rarely 100% accurate. This one's better than most. But:

...There were more than 29 BO Race Barracudas built, various lists show at least 50, which was the NHRA minimum at the time.

...The torsion-bar ft suspension was company-wide on the '57 models, but a somehat different system was employed on Packards earlier.

...To the responder that claimed a '63 426Hemi, sorry bud: that engine didn't exist until the '64 models, with the 1st examples heading straight to Daytona in early '64. The street version wasn't developed until later.

...1957 Rambler Rebel is credited for being the first factory-produced intermediate-sized high-performance car. This later became known as the muscle car market segment. It was also to be among the earliest production cars equipped with electronic fuel injection.

...^cool example. Neat that they were 4 doors. 1500 produced… so you get back to the part of the debate with the Mopar stuff in that these were not mass public available/seen vehicles. And what is the response to the Rambler Rebel (high spec Corvairs quite a few years later?).

...Midsize wheelbase (Rambler Rebel) in 57 is 108 inches… that's Mustang wheelbase in 60s.

...Fullsize wheelbase prior to 58… is what would be midsize in 60s such as Chevelle/GTO.

...I personally don't care for the label either way (casual and non-car people call just about anything mid-60s style a muscle car anyways), but I think it is an interesting discussion.

...The Ramchargers Dodge is probably a bigger factor in the GTO formula than anything built in the 50s by a factory anyways.

...One thing that I don't understand about American dating of cars is how come the A12-optioned Dodge Super Bee is known as a 1969 ½ and yet the Ford Mustang is never credited with being a 1964 1/2? All are known as 1965 models. Does that mean that the registration/title shows it to be a 1965, or 1964 if it were titled before January 1st 1965?

...It says "The first Mopar" to get torsion bar. Not the first car.

...Need better research on the 3 two barrel carb section. Pontiac and Olds had 3x2 in 1957 and Chevy had it in 1958.

...I actually have seen the first Mustang (and Barracuda) referred to as "1664-1/2" models. But I think a key difference is that those cars were just early-release 65 models and continued unchanged through 65. The 69-1/2 A12 cars were TRULY 1/2 year models as the 1970 versions of each (especially the love-or-hate 70 Bee) were substantial re-styles.

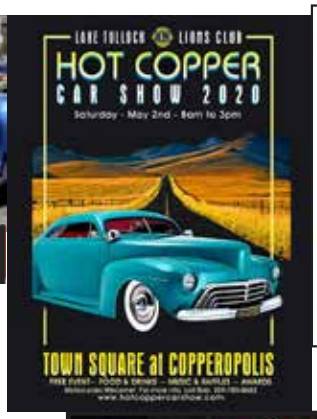
Hello everyone,
I'm looking for parts to put together some rear drum brake sets. I have a few axles here that have no brakes on them and I'm trying to piece together 5 sets.
Ideally, I want to get complete 10" drum assemblies. I have some backing plates, springs and shoes but I am missing some parts that are not reproduced. The stuff I need fits all 8 1/4", 8 3/4", 9 1/4" and Dana 60 car axles. Stuff does show up at Pick N Pull but they really knock you for every little part. I figure that some people do rear disc brake conversions and sometimes keep the old drum stuff. I can use parts or complete assemblies.
I also have some parts you might need. Trades are welcome here. Call, text or email if you can help.
Greg Kern 916 204 4626
GregoryCKern@aol.com
Thanks

For Sale, by one of our northern neighbors.

Hi,
I picked up a copy of the Capital City Mopar Club's newsletter in January when I visited the California Automobile Museum. Since I was raised in Detroit as a "child of Mopar", I was particularly interested in the newsletter.
My dad worked at Plymouth Lynch Road Assembly for 38 years, with short stints at the Chrysler Tank Plant and Jefferson Avenue Assembly. Friends dad's worked at Chrysler Interior Design in Highland Park, and Dodge Main in Hamtramck. We were all born in 1950. We lived for cars, grew up around 340's 440's and even one street Hemi in our neighborhood. Most of the guys have not lost the "need."
I now live in Kalamazoo, Michigan, but own a retirement home in Gold River. Sadly our April travel to Gold River has been cancelled, so now, like everyone else, we wait until the virus fades and we can go back to living a new version of our lives.
I'm a library volunteer at the Gilmore Car Museum (gilmorecarmuseum.org) outside of Kalamazoo at Hickory Corners. The museum sits on 90 acres, and has over 400 cars. Check out the web site. It's impressive.
I'm in charge of the periodicals at the library, and I thought your newsletter should be available on our periodical display rack for review by our visitors. Can you mail us a copy of each issue in the future? Older issues will go into the permanent area of the library. We have periodicals dating back to the turn of the 20th century. Amazingly cool to look at those.
One other thing. I see you folks have a Day In the Park scheduled for June in Rancho Cordova. Can you update me on date changes, but more importantly, on the specific location?
I've attached a reward of two photos I took in May of 1968. Done with my old Instamatic, and recopied many times, they still represent how we lived back in the day on the Eastside of Detroit.
Thanks.
Larry Czapla (chop-la)
Gilmore Car Museum
Library volunteer

CHECK FIRST

Many CCM and other events have been cancelled or postponed due to the effects of the COVID-19 pandemic and social distancing orders in place. Please do not assume any event appearing in this month's newsletter is happening as scheduled or announced. In ALL cases, check with organizing or sponsoring personnel before you come out to any event. Stay Safe.



"BEST LITTLE FREE! CAR SHOW IN THE WORLD"

23rd ANNUAL

Maxwell Classic Car Show and Parade

Located At

Maxwell High School

515 Oak Street, Maxwell, CA

Saturday, May 16, 2020

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.)*

WIN A RENO VACATION PACKAGE

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

for more info call CCM Member
Randy Wilson (530) 438-2376
or e-mail vicki-wilson@hotmail.com

Event Schedule (club events in **bold**)

Here's our updated event schedule, for what it's worth. Almost all car show/events have been cancelled in April and probably for the month of May due to the COVID-19 shelter in place rules. We've also heard that many car clubs have cancelled club meetings and gatherings due to concern surrounding COVID-19 infection. Cap City Mopars has cancelled our March Board Meeting and the April General Meeting. As future events are uncertain, the rest of the schedule remains. However please be sure to "check in" with every event prior to coming out. Some health organizations are projecting we should continue to practice 'safe space' into May or possibly June.

Stay safe and happy motoring.

date	event	location	more info / contact
4/2/20	Squeeze Inn Car Show	N. Sunrise Blvd. 5pm	
4/7/20	**CCM General Meeting**	**CA Auto Museum**	**Bob or Norm** *cancelled*
4/18/20	Kool April Nights	Redding	(530) 226-0844
4/21/20	**CCM Board Meeting**	**RT Pizza on Manzanita**	**Bob or Norm** *cancelled*
4/26/20	**CCM Poker Run**	**Wendys**	**Norm** *cancelled*
5/5/20	**CCM General Meeting**	**CA Auto Museum**	**Bob or Norm**
5/14-5/16/20	Fastest Car in the Valley	Petaluma	www.americangraffiti.net
5/16/20	**Maxwell Car Show**	**Maxwell**	**vicki-wilson@hotmail.com**
5/19/20	**CCM Board Meeting**	**RT Pizza on Manzanita**	**Bob or Norm**
6/2/20	**CCM General Meeting**	**CA Auto Museum**	**Bob or Norm**
6/6/20	Rods-n-Relics	Lincoln	www.rodsnrelics.net
6/14/20	30th Annual Mopar Rally	Mopar Alley, Cupertino	(408) 981-3326
6/16/20	**CCM Board Meeting**	**RT Pizza on Manzanita**	**Bob or Norm**
6/27/20	**CCM Day in the Park XXVII**	**Rancho Cordova**	**CapitalCityMopars.com** *cancelled*

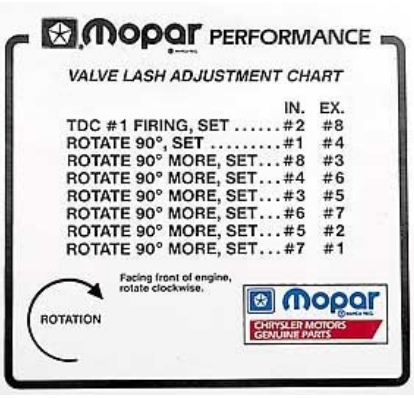
The Capital City Mopars is a proud member of the Association of California Car Clubs and the California Automobile Museum.

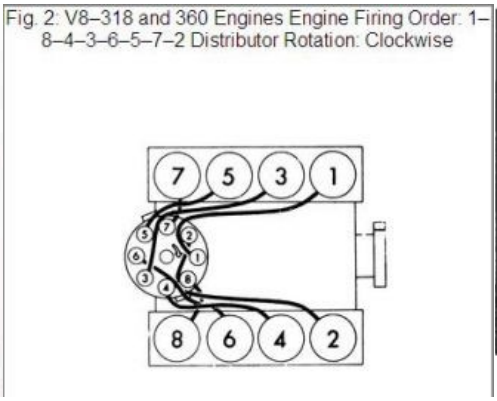
SACRAMENTO, CA

The Lunch Bunch

Several CCM Members have been meeting for lunch at various locations in town, on the last Wednesday of the month, except December. The next one will be announced after the health danger is past. They call themselves "The Lunch Bunch". This is an open invitation for anyone interested in attending. Time is usually 11am. John Riordan is the organizer and you can call him at 415-823-7009 to get on the list.

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





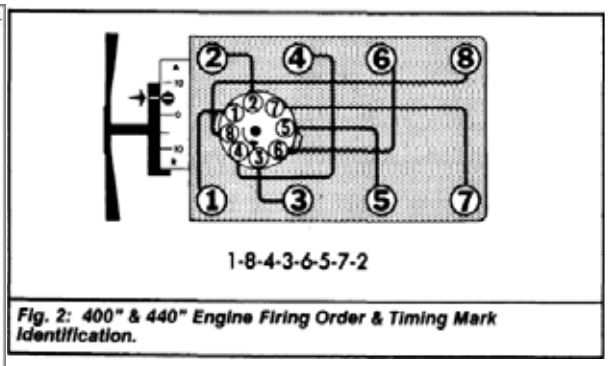


Fig. 2: 400" & 440" Engine Firing Order & Timing Mark Identification.

Hoblit Chrysler Jeep Dodge Ram SRT

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www.CapitalCityMopars.com

RETURN SERVICE REQUESTED

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 everyone must work at the annual car show.

Next CCM Meeting

to be announced

message regarding all events

Many CCM and other events have been cancelled or postponed due to the effects of the COVID-19 pandemic and social distancing orders in place. Please do not assume any event appearing in this month's newsletter is happening as scheduled or announced. In ALL cases, check with organizing or sponsoring personnel before you come out to any event. Stay Safe.

CCM Members!

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

DMV Help Line (916) 657-6560

Donate Raffle Prizes

Got any items that you don't need? Something you bought and never used, or won at a previous raffle? Consider donating them to the Club, as raffle prizes for the General Meeting or the annual Car Show.