



# NEWS

Volume 28 Issue 1

A Car Club for the Chrysler Corporation and American Motors Enthusiast (est 1992)

January 2020

## Upcoming Events

- **CCM General Meeting: Elections**  
**Tuesday January 7**
- **CCM Board Meeting**  
**Tuesday January 21**
- **CCM Day in the Park 27**  
**Saturday June 27**

## Happy New Year!!

Wow -- last year went fast!

We had a very fun and successful year - Poker Runs, Toy Runs, Swap Meets, Car Shows, Picnics... topped off by our own Mopar Day in the Park.

We lost a few friends sadly - Gail, Don, Dave, we'll miss them. And we added some new friends, welcomed a few old friends back, and bid so-long to our long-time Car Show guru.

That said, the Club will be presenting some fun events this year - 2 Poker Runs, a picnic or 2, caravanning to a couple out of town car shows, hot dogs before each of the warm weather meetings, the holiday Party/Dinner we have every year, and of course our Day In The Park -number 27 - woo-hoo!

Most of this stuff is free for us because our hard work last year paid off for a very successful Car Show. If you've enjoyed any of these events, please do your part and lend a hand for this year's Show. We need everyone in the Club to make it come off well - especially so, as we'll be breaking in a new Car Show Coordinator. By the way - is that going to be YOU??

Please enjoy the news on these pages, and photos of the Shriner's Toy Run.

-ed.



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# Club Information

## CCM Board of Directors

President:	Bob Berry	(916) 925-0336	rdnrbboberry@yahoo.com
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Treasurer:	Norman Benedict	(916) 985-8523	normanb.1943@gmail.com
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	Steve Archer		
	Mark Perry	(916) 956-8863	mark@chlIngr.com

## CCM Staff Members

Property Manager:	Norm Benedict	Photographer:	Mark Perry
Competition Director:	Michael Moore	Publicity:	Norm Benedict
Historian:	Norm Benedict	Sales:	John Riordan
Legislative Director:	Horace Tutt	Sunshine Coordinator:	Cindy Lenz

### What do you get for being a member of CCM?

Welcome to our new members, current members, and guests! We are a Club dedicated to the enjoyment and preservation of cars made by the Chrysler Corporation, including American Motors.

Here is what you get for your membership dues

1. Access to the knowledge of long time members who have repaired, restored or rebuilt just about every model of MOPAR there is.
2. Twice yearly, once in the spring and again in the fall, we have a poker run to the wine country with a picnic -- at no charge to members.
3. Each April we help host the Association of California Car Clubs Convention at the California Auto Museum.
4. In May we caravan to Maxwell to attend the *Best Little Car Show in the World* produced by one of our club members.
5. In June our club produces our annual car show in Hagen Park which attracts some of the finest MOPARS in the area.
6. July brings the California State Fair where we have a chance to display our cars one day during the fair (and free Fair entry along with it).

7. September brings the MOPAR Shootout at Sacramento Raceway produced by one of our members, these are the fastest MOPARS in the area drag racing for money. Our club will have a BBQ during the meet.
8. September we host a show and shine and *free* BBQ at Carmichael Park for all MOPAR fans.
9. In November we have the Tree Trimming and Potluck at the California Auto Museum.
10. In December our club attends the Shriner's Hospital children's toy run.
11. December also brings us our Holiday Awards and installation of next years officers which includes a dinner for members and their guest, *at no charge*.
12. A website, facebook and newsletter to keep you informed on whats of interest to our members.

These are just some of the events our members have a chance to attend during the year. So keep your MOPAR shined up and bring it out to our events. Plus, during the summer months we put on a BBQ before the monthly meetings.  
*Can it get any better than that??*



### FIAT CHRYSLER AND PEUGEOT OWNER AGREE DEAL TO CREATE WORLD'S THIRD LARGEST AUTOMAKER

Fiat Chrysler and Peugeot owner PSA Group have signed a binding merger agreement, solidifying a nearly \$50 billion deal that will create the world's third largest automaker.

The companies said in a joint statement Wednesday that they expect the 50-50 merger to be completed within 12 to 15 months, pending approval from shareholders and regulators.

The deal, which was first announced in October, should help spread the huge cost of developing electric and autonomous vehicles and help the mid-sized carmaker compete with larger rivals. The combined company would have roughly 410,000 employees and annual revenues of \$190 billion.

Fiat Chrysler (FCAU) and PSA (PUGOY) sold a combined 8.7 million vehicles last year, just ahead of General Motors (GM), which sold 8.3 million, and not far behind Volkswagen and Toyota (TM), which each sold over 10 million. Renault, Nissan and Mitsubishi Motors, which share some resources as part of an alliance, sold a combined 10.8 million cars last year.

In a statement on Wednesday, the companies said that Chinese carmaker Dongfeng Group had agreed to sell part of its stake in PSA back to the French automaker, a move that could appease US regulators.

The planned sale of 30.7 million shares would reduce Dongfeng's stake in PSA from 12.2% to

just 4.5%.

The combined company will be based in the Netherlands, which is the current headquarters of Fiat Chrysler, although it will keep a head office for its North American operations near Detroit.

John Elkann, the US-born scion of the Italian family that founded Fiat, will be chairman of the combined company, while PSA chief executive Carlos Tavares will be CEO.

The merger comes amid a global auto sales slowdown, which could worsen as economies around the world slow or even fall into recession.

At the same time, carmakers are scrambling to invest in the electric and hybrid technologies



## FIAT CHRYSLER AND PEUGEOT, *continued*

needed to meet strict new emissions targets in China and Europe.

The huge amount of capital needed to meet these new challenges has forced some automakers to find partners and turned others into acquisition targets.

The carmaker with the most urgent need to combine in this case was PSA, which has fallen behind on developing clean cars.

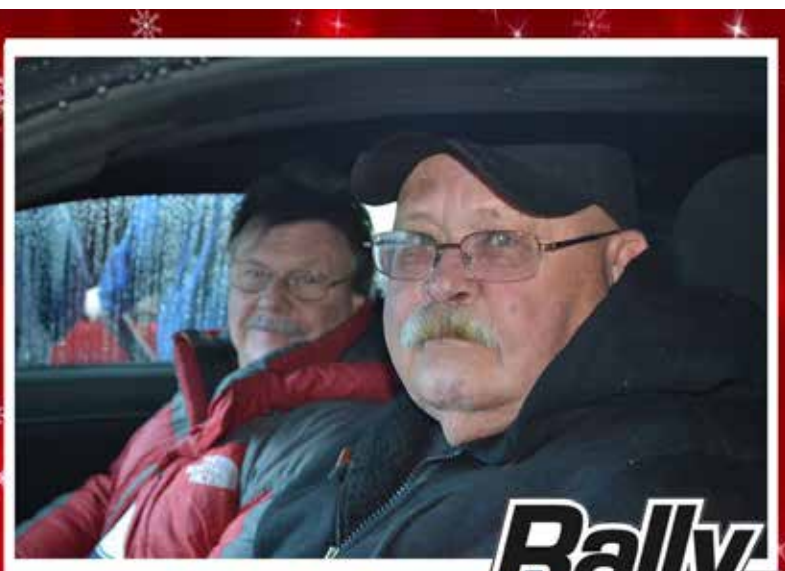
Electric vehicles account for less than 0.3% of its overall sales, and it had to pay Tesla for credits needed to comply with EU emissions standards. Fiat Chrysler has also trailed larger rivals in developing electric vehicles., and this merger brings hope of addressing that, as well.



### Club Membership Renewal Time!

Hey! It's time to renew membership for CCM 2020! Richard 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 .

ED BY:



**EuroSunday**  
Rally 4 Kids



**Rally 4 Kids**  
-Merry Christmas-



## WHAT YOU NEED TO KNOW ABOUT REPLACEMENT PARTS THAT KEEP YOUR CLASSIC ALIVE

*courtesy Rob Siegel, Hagerty Insurance*

You love your car. When it needs repair, you want to install the best parts. But what are those? To many enthusiasts, the dogma is: "Buy only original equipment parts at the dealer. Everything else is junk." Unfortunately, it's not that simple. The real answer—and everyone will hate this—is "it depends."

**OE VS. OEM:** The difference between "original equipment" (OE) and "original equipment manufacturer" (OEM) parts is confusing. OE, or "genuine" parts, are those that should be identical to parts that were installed when the car was built. This should be what you're getting when you buy parts at the dealership. However, most parts on a car aren't produced by the car manufacturer; they're sourced from an outside vendor. OEM refers to that vendor. So, sure, you can go to the dealership and buy OE plugs, but you can also simply read the part number off your current plugs and order the exact same OEM part from any number of suppliers for less money. The rub is that many OE parts don't have the manufacturer's name on them, so to purchase the equivalent OEM part, you'd need to know who made it.

Although there should be little difference between an OE and OEM part, "little difference" doesn't mean "no difference." An OE part might be embossed with the car's brand, so if a concours judge is checking for such things, there is a difference. Some of what you're paying for when you buy an OE part at the dealer is peace of

mind on the provenance. If you're buying the part from a trusted high-volume supplier, you should be okay, but an OE or OEM part on eBay in an open box from an individual or low-volume seller could be returned goods. The world is full of counterfeit parts, sometimes with stamped logos and color-printed factory boxes, so if you see an online merchant advertising "genuine" parts that are dramatically cheaper than those of other sellers, buyer beware.

If you own a car for which there is no longer any dealer

network, there is no dealer counter from which to buy OE parts and probably scant few OEM parts, so you're left with decent-quality used parts or...

**Aftermarket parts:** refer to those produced by any manufacturer other than the OEM. Nowadays, these can even include low-volume 3D-printed parts.

There are multiple levels of quality here. Aftermarket parts manufacturers love to bandy about the phrases "OE quality" and "OE spec," but as there's no compliance mechanism, these terms are meaningless. You need to read the reviews on enthusiast forums to see what people who have used them have to say.

You should have few qualms about installing something like an inexpensive aftermarket hood strut, as it's easily replaced if it fails, but for labor-intensive parts like lower control arms, it's probably best to stick with OEM.

Sometimes the aftermarket can supply parts that correct deficiencies the car company was not willing to remedy. For example, it's common for plastic radiators, expansion tanks, and thermostat housings to crack with age and heat cycling. Their aftermarket aluminum counterparts are generally more reliable. Similarly, certain high-flow water pumps with redesigned impellers outperform the stock water pumps. Do your homework.

**Lateral supply:** Although sheetmetal and many interior parts are usually unique to a particular make and model, mechanical and electrical parts often



A photograph of two men in a car, one driving and one in the passenger seat, both smiling. The car is a classic convertible. The background is a red banner with white snowflakes and the text "2019 Rally 4 Kids -Merry Christmas-". The banner also features the "EuroSunday" logo and logos for "Shriners Hospitals for Children" and "Rally 4 Kids".



A photograph of a family of four (mother, father, and two children) sitting in a car, smiling. The car is a classic convertible. The background is a red banner with white snowflakes and the text "2019 Rally 4 Kids -Merry Christmas-". The banner also features the "EuroSunday" logo and logos for "Shriners Hospitals for Children" and "Rally 4 Kids".





aren't. Brakes, oil pumps, fuel pumps, fuel injectors, all manner of switches, and many other items can often be sourced from sibling makes or models. If you can find cross-reference material on a forum, this kind of "lateral supply" can increase the number of avenues for parts, as well as lower their cost.

NOS: The term new old stock (NOS) refers to old, unused, never-installed OE or OEM parts. For many folks, the original part in the dealer box and wrapper is the holy grail, and for things like body panels, trim, engine blocks, and cylinder heads, NOS parts are often the highest-quality parts available. But for suspension or hydraulic parts, you might not want items that have been sitting on a shelf for decades without their rubber O-rings being exercised. NOS sheetmetal is great, but an NOS shock that's 30 years old might fail as soon as we use it.

Supplies change as cars age: When a car is new, the only available parts are OE or OEM. Since nearly all cars come with at least a three-year/36,000-mile warranty, the car company has incentive to build them using parts that last at least as long as that window. If a part is shown to fail quickly, the carmaker might supercede it with an updated part. As cars age and their maintenance needs become known, the aftermarket begins supplying parts. For a period of time, you might have many choices for normal wear-and-tear parts such as brake pads, water pumps, exhaust systems, shocks, and lower control arms, although something like a dashboard or door card will likely remain a dealer-only item.

But as decades pass and fewer of the cars are still on the road, the sources of parts dry up. Dealerships are sometimes independently owned, and each dealership appears to be free to liquidate parts inventories if it feels they have aged out of profitability, sending NOS parts into the hands of private companies. Sometimes, normal wear-and-tear parts can still be ordered through the dealer, but body panels and trim parts might get listed in the catalog as no longer available (NLA).

If there's enough pent-up demand, a car company that claims to value its heritage might commission a manufacturer to do a run of parts. These contracts

are generally awarded to the lowest bidder, with a resultant decrease in quality. That means you have no guarantee the "OE" part you buy at the dealer will be the same, have the same quality, or even look the same as the one that was originally on the car; the degree to which it is "genuine" might be debatable.

The subject of reproduction parts is a fascinating gray area for what's "genuine."

The company Original Equipment Reproduction, or OER, provides restoration parts for GM and Chrysler Group cars. Its website says: "Many OER products are officially licensed by General Motors and the Chrysler Group. All OER parts are reverse engineered or manufactured using the original blueprints when available to ensure the closest possible reproduction available on the market. When available, original factory tooling is utilized to ensure complete originality."

Also, with any sheetmetal you find today that is still factory original, the reality is that it may have been a second. Someone test-fit it, didn't like what he saw, threw it up on the rafters, and got another one. Is it better than repro? Probably, but maybe not.

The challenge: At some point, the poor quality of modern replacement parts drives us toward repair and replating of old trim, rebuilding and bushing worn-out carbs, and generally fixing and preserving the older parts. Owners need to understand that considerable rework might be needed to install even genuine stuff.





date	event	location	more info / contact
1/7/20	<b>CCM General Meeting</b>	<b>CAM, 7pm</b>	<b>Bob</b>
1/11/20	Cars & Coffee 8-11am	851 Ranch House Road, Rocklin	facebook.com/carsandcoffeewhitneyranch
1/21/20	<b>CCM Board Meeting</b>	<b>Round Table Pizza, 7pm</b>	<b>Bob</b>
2/4/20	<b>CCM General Meeting</b>	<b>CAM, 7pm</b>	<b>Bob</b>
2/14-16/20	Autorama	Cal Expo	rodshows.com/sa/index.html
2/18/20	<b>CCM Board Meeting</b>	<b>Round Table Pizza, 7pm</b>	<b>Bob</b>
3/3/20	<b>CCM General Meeting</b>	<b>CAM, 7pm</b>	<b>Bob</b>
3/17/20	<b>CCM Board Meeting</b>	<b>Round Table Pizza, 7pm</b>	<b>Bob</b>
6/27/20	<b>CCM Day in the Park XXVII</b>	<b>Rancho Cordova</b>	<b>CapitalCityMopars.com</b>



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](http://calautomuseum.org).

**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 appreciated.*



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### 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.

### CCM Members!

**Got a business?**

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

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

## Next Meeting

Tuesday January 7

7:00 pm

California Auto Museum

2220 Front Street, Sacramento

### 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 January 29. 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.

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

