



NEWS

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

Volume 26, Issue 3

March 2018

Events Coming Up

- CCM General Meeting, March 6th, 7 PM.
- CCM Board Meeting, March 20th, 7 PM.
- Reno Auto Museum, March 24th
- CCM Spring Poker Run, April 15th
- Maxwell Car Show, May 19th.

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It's March already and the weather is, well, I don't know what it is to be honest with you. Hot? Cold? Rainy? Yes? Are you ready for the car show season? Is this a re-run of the newsletter from March of last year? - I promise, it's not! Once again, it's time to wash and wax the car, blow the cobwebs out the exhaust pipes and annoy your neighbors Spring of '18 is here! Cool story from Road & Track with Big Daddy driving the Demon in this issue. It looks like Mopar is finally starting to deliver the fire-breathers after much hoopla. I still haven't seen one on the road yet -I'm sure I will soon. How about you - what is the latest thing you've seen on the road?

As always, we here at the publication office are open to suggestions for a



New story or column in your newsletter. Myself, I've been clearing out the garage in anticipation of doing some new stuff on my car. It never really ends does it?



Looking forward to seeing you out at one of the events planned for this exciting year—Get out there and drive your car!



The 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 to the museum.

Club Information

Board of Directors

President:	Bob Berry	(916) 925-0336	rdnrnboberry@yahoo.com
Vice President:	Randy Pike	(916) 835-9605	rtmotorsports@yahoo.com
Treasurer:	Norman Benedict	(916) 985-8523	norman_1943@att.net
Secretary:	Cindy Lenz	(916) 956-8863	cindypearl916@gmail.com
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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		

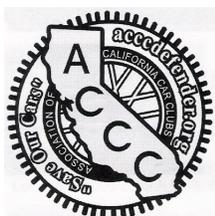
Staff Members

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.



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 1.

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.

It's a bright morning at Gainesville Raceway, muggy, like most fall days in Florida, like the state is midway through a dishwasher cycle. The stands are empty, the facility populated by little more than a magazine photography crew and a handful of track workers. But the place is full of noise, valves springing and exhaust flowing and induction inducting. One car, a Dodge Challenger SRT Demon, is ripping off passes on the drag strip.

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

Behind the wheel is a small man in a black crash helmet. The words “Big Daddy” are stenciled across the front in chunky white letters. The car is a rakish nightmare, narrow tires up front and oil-drum semislicks out back; the latter cast off bales of smoke whenever the Demon rolls to the starting line. With every pass, the front end yawns farther from the ground, the rear tires bunch up more violently, full throttle comes on sooner. After a dozen runs, the car coasts into the staging area.



“That’s as quick as you can get after it,” Don Garlits says, climbing out of the cockpit. “If I step on it any sooner, it spins.” Nobody is going to argue the point.

Garlits, the man they call “Big Daddy,” is the greatest drag racer in history. Now 86, he lorded over the sport from the early 1960s to the late 1980s, winning every event of consequence, routinely obliterating speed records and racking up national championships. Incredibly, he did all of this inside race cars of his own design and manufacture, a series of pioneering, Hemi-powered dragsters dubbed “Swamp Rat.”

So when the Hemi-powered Demon set a new production-car quarter-mile record—9.65 seconds at 140 mph, confirmed by the National Hot Rod Association—Big Daddy came to mind. We dropped him a line, proposing to bring together the two drag-racing titans in his home state. Dodge agreed to provide a preproduction test car. It also sent Jim Wilder, an SRT engineer and amateur drag racer, to chew the fat.

There’s plenty to digest. Based on the 707-hp Challenger SRT Hellcat, the Demon is the most extreme street-legal factory drag-racing proposition ever built. The 6.2-liter supercharged V8 features a new block, pistons, and connecting rods. There’s a higher redline, dual fuel pumps, and a larger blower pushing more boost. The torque converter, driveshaft, axles, differential, and rear gears are all beefed up. Line lock holds the front wheels independently for tire-warming burnouts, and a dedicated transmission brake allows quicker launches. Drag Mode, a setting in the car’s electronic management system, stiffens the rear dampers to aid weight transfer, “prefills” the supercharger to 8 psi, and diverts A/C refrigerant from the cabin to ice down the fluid in the engine’s liquid-to-air intercooler. Hollow anti-roll bars, smaller 18-inch wheels, reduced sound deadening, and a minimalist cockpit drop curb weight.



All told, Wilder says the Demon is about 200 pounds lighter than the Hellcat, not counting the tire-rubber marbles it has so obviously lost. The pièce de résistance is what Wilder calls “the crate,” a factory-delivered, 42-by-34-by-18-inch black box with glinting metal fasteners. It costs \$1 and girds the Demon for dragstrip battle. Inside are supernarrow front wheels, a floor jack, an impact wrench, an air filter, and assorted hand tools. Also a controller that allows you to unlock special high-octane fuel mapping for the engine-management system. Duly equipped, the car is a terror. It pumps out 840 hp and 770 lb-ft of torque. On a cool day at a tacky strip, the Demon pulls wheelies and sees 60 mph in 2.3 seconds. Were the car any more awesome, its ignition chime would be a Steve Vai guitar solo. Garlits is impressed.

In the paddock, he circles the Dodge, sizing it up. It's a rangy monstrosity, with a taller hood and wider rubber than the Hellcat. The rear tires necessitate gargantuan rear fender flares. When Garlits shoves an arm into a wheel well to inspect them, the car appears to swallow him whole. He works methodically, examining the suspension and aero pieces like diamonds or produce. He won't drive a bomb—what he sometimes calls a drag car—without doing so. When Garlits started racing in 1950, volatile nitromethane and benzene fuels were still mixed trackside by trial and error. Front-engine “slingshot” dragsters, with the cockpit behind the rear axle, wore skyscraping superchargers, limiting forward visibility. Tire shake often knocked drivers unconscious. Safety was all but nonexistent. Period photos show men in T-shirts driving through debris storms at 150 mph. Predictably, calamity is central to the Big Daddy legend. This is a man who has nearly burned to death twice, trapped inside a nitro fireball after high-speed engine explosions. One particularly harrowing incident, a planetary-gearbox failure at 25,000 rpm, mutilated his lower legs. Another time, a parachute failure at 200 mph sent Swamp Rat 6-B blasting through a metal fence, breaking Garlits's spine. The dragster rolled, went airborne, and landed across a set of nearby railroad tracks. Spectators pulled him from the wreckage.



“It’s a funny feeling, to wake up not knowing what’s happened,” he said, tugging on the aftermarket roll cage fitted to the Demon for our test. “You never do get used to that.”

Pieces came off along the way. Bits of fingers. Toes. Half his right foot. There’s a slight hitch in his short, purposeful stride. One of his ears is dead, and the other has a hearing aid snugged inside. His eyes have been surgically repaired; repeat violent descents from 300 mph caused his retinas to detach.

None of this appears to have slowed the man down. Two weeks before I met Garlits, Hurricane Irma felled a massive oak in front of his house. He promptly marched outside with a chain saw, cut it into pieces, and built a bonfire. In Gainesville, he hops into the quickest mass-production car ever made, no drama or pomp, and drives the hell out of it. He has few notes.

“Works fine,” he says, pulling off his helmet. He is grinning. He likes the suspension tuning and how the Demon transfers weight rearward. He likes that it looks and sounds good. Mostly, he’s impressed that the Dodge runs zero-weight oil and offers a 60,000-mile warranty.

“You see, I built all my own [Hemi engines]. I knew the limitations . . . when the plugs start fuzzing up, burning the electrodes a bit, and you know if you go any further, it’s going to destruct,” Garlits says, growing animated.

“That’s why I can’t do this racing they do today, with all the qualifying. I refuse to go into my shop, take the finest materials on the planet, made by the finest machinists, where the tolerances are zero, time it to within a half-degree, then bring it out here and blow it to bits getting into the show. Nah.”

Altogether, he says, the Demon is a “pretty cool deal.”

“It’s hard to believe this is a street car. . . . We never dreamed the factory would build anything like this. When we started out, there was a big no-no about factory participation, about acknowledging the sport,” he says. “Could use a taller rear tire, though. That would help tremendously with traction.”

Then he stands in the shade, under the awning of an empty grandstand, crash helmet in hand. Waiting, politely, to be called to the next part of our shoot, which he treats matter-of-factly, like any other job. Garlits is not chatty unless asked to be chatty. He is not a showman unless asked to put on a show. He seems to recognize, almost innately, the business in the moment. When asked for a burnout, he does the biggest, dankest mother of a burnout you have ever seen. When asked for ride-alongs, he leaves passengers with bright, unforgettable memories. When approached with a question, he paws through his brain’s catalog, selects the story that best serves as an answer, and delivers it with gusto.

It only later occurs to me: This is Big Daddy, the first paid professional drag racer, the sport’s biggest and most sellable personality, hard at work. And a stark reminder of how drag racing’s giants made their bones—professionalism and heroic feats turned workaday, but also canny marketing, tilting the industry around that skill earlier and better than any other group of paid drivers.

Continued in next newsletter . . .



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'

Date of last revision: 2/6/2018

Month	Date	Event	Location	Contact Info	Club Event
Confirmed Events					
February	02/07/18	Fun Drags	Sacramento Raceway		No
	02/14/18	Wed nite street legal drags	Sacramento Raceway	916-363-2653	
	2/16 - 2/18/18	Sacto Autorama	Cal Expo, parking \$10, admission \$20 for 13+, \$13 6-13		No
March	03/10/18	Spring Festival, SoCal LX	Auto Club Raceway at the Fairplex, Pomona CA	www.socallx.com	No
	03/24/18	Reno Auto Museum	Large auto museum, \$12-10 admission. Meet at Reno museum at 10:30 a.m.. Either carpool, caravan, or go separate.	Jack	Yes
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
May	4/27 -4/29/18	Muscle Cars at the Strip	Las Vegas Motor Speedway	www.matslv.com; 702-256-8254	No
	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
Tentative		River Cats Car Show	River Cats ball park	Jack	Yes
July	Tentative	State Fair Mopar Display	Cal Expo	John/Gary	Yes
	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
September	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.roaminangels.com	No
	Tentative	CCM Picnic	Carmichael Park	Bob	Yes
October	Tentative	Poker Run	Foothills	Norm	Yes
	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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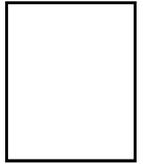
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First Class



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, March 6th

at 7:00 p.m.

California Automobile Museum
2220 Front Street, Sacramento, CA.

DMV Help Line (916) 657-6560