



# NEWS

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

Volume 26, Issue 1

January 2018

## Events Coming Up

- CCM General Meeting, Jan. 2nd, 7 PM.
- CCM Board Meeting, Jan. 16th, 7 PM.

Happy New Year! Welcome to

2018! I hope all of you had a safe and sane



No matter what, make it your new year's resolution to get that Mopar out of the garage and on the road! Need some help fixing an odd problem or just regular maintenance? Reach out to us here at CCM global headquarters and we can put you back in the driver's seat! We are looking forward to seeing you at the monthly meeting or at any of our numer-

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holiday season. I've been enjoying some time off work and I hope you have been as well. It's been pretty quiet around here at Capitol City Mopars HQ, it seems that everyone is on vacation or, perhaps, planning their next 400ci stroker build. As the new year begins, start planning for those warmer months ahead. Maybe it's time you fixed that leaky heater core that has been bypassed for the last 8 years!

Get to it!



ous outings scheduled later on in the year  
Let's see those Mopars!

The events calendar for 2018 starts on page 6. Jack shares info about these events during the monthly meeting activities report so we thought that it would be useful for those who are unable to attend the meeting. Can't find an event to attend? Consider suggesting something new or hosting an existing event. It's a great way to meet fellow members!

# Club Information

## Board of Directors

<b>President:</b>	<b>Bob Berry</b>	<b>(916) 925-0336</b>	<b>rdrnrboberry@yahoo.com</b>
<b>Vice President:</b>	<b>Randy Pike</b>	<b>(916) 835-9605</b>	<b>rtmotorsports@yahoo.com</b>
<b>Treasurer:</b>	<b>Norman Benedict</b>	<b>(916) 985-8523</b>	<b>norman_1943@att.net</b>
<b>Secretary:</b>	<b>Cindy Lenz</b>	<b>(916) 956-8863</b>	<b>cindyppearl916@gmail.com</b>
<b>Membership:</b>	<b>Travis Kingsbury</b>	<b>(916) 812-0854</b>	<b>travis.kingsbury@att.net</b>
<b>Newsletter Editor:</b>	<b>Eric Seifert</b>	<b>(916) 448-4132</b>	<b>ntstlgl1970@yahoo.com</b>
<b>Webmaster:</b>	<b>Norman Benedict</b>	<b>(916) 985-8523</b>	<b>webmaster@capitalcitymopars.com</b>
<b>Car Show:</b>	<b>Tom Pluth</b>	<b>(916) 283-6112</b>	<b>carshow@capitalcitymopars.com</b>
<b>Activities:</b>	<b>Jack Porter</b>	<b>(916) 742-5356</b>	<b>jack_porter@comcast.com</b>
<b>Member at Large:</b>	<b>John Gerson</b>		

## Staff Members

<b>Property Manager:</b>	<b>Norm Benedict</b>
<b>Competition Director:</b>	<b>Michael Moore</b>
<b>Historian:</b>	<b>Norm Benedict</b>
<b>Legislative Director:</b>	<b>Greg Marks</b>
<b>Publicity:</b>	<b>Norm Benedict</b>
<b>Sales:</b>	<b>Larry Pierce</b>
<b>Sunshine Coordinator:</b>	<b>Larry Pierce</b>

## 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, being eighteen years or older with 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 and Car Detailing pros speak to our membership. They provide information and entertainment for the meetings and are always appreciated.

### 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 rolling papers? Don't feel bad! Newsletter back issues can be found on our website - [www.capitalcitymopars.com](http://www.capitalcitymopars.com)— 24 hours a day, 7 days a week - even on holidays!!!



**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 Plymouth Story*

*(A story about Walter P. Chrysler and the Companies that were involved in the start of Plymouth Cars)*

### **Pt 3. 1937 to 1949: Mass Production, Product Improvements, then WWII**

The beginning of Mass Production, and new product improvements, innovations, material shortages and then came World War 2 with no production or improvement for over 7 years

*Please note that is document is for Reference Only. I have strived to make it as accurate as possible and have documentation to back up all the information listed, however there can still be errors on my part or with the reference data used. So, if I get additional or new data that is needed to correct or update this document I will immediately make any change needed.*

### **Part 3-A: 1937 to 1949 Mass Production, Product Improvements, then WWII**

Between 1937 and 1949 there were both the highs and lows in the auto industry. The highs being increased year over year production numbers for most manufacturers, and the lows were when pre-WWII military build-up caused material shortages and then in December of 1941 the U.S. was plunged into WWII. Once the U.S. was officially in the war all production and sales of cars stopped until the war was over in mid-1945.

For Plymouth the highs were that they made many vehicle improvements, like replacing the cloth roof inserts with steel panels, and having the headlights and taillight inserted into the fenders for both appearance and making them stronger. There were also some various chassis and body changes, with engine horsepower increasing up to 92 horsepower, and the old flat windshield were redesigned to a slanted Vee's type and they became fixed in place.

Also between 1937 and 1940, except for 1938, the highs for Plymouth was that the average yearly production was over 447,000 cars produced a year, and 1941 was expected to be a huge record setting production year. This could have happened if it hadn't been for Government driven material shortages for items like copper, brass, rubber and steel that was needed to support the military. However, Plymouth still

had a great production year with 522,080 cars being produced. Right after December 07, 1941, when the U.S. was plunged into war, the Government started a Rationing program that officially began in February 1942. This rationing program restricted raw materials, gasoline and tires for cars already made. One forgotten fact is that during the war years there was a mandatory speed limit reduction in all of the U.S., reducing the maximum speed limit down to 35 mph in an effort to save gasoline.

In 1937 the Chrysler Corporation paid of the Dodge Brothers purchase Debt, and it was the first year that the total corporate production exceeded 1,000,000 cars. In 1937 Chrysler introduced a new type of Shock absorbers and hypoid rear axles. Production of the "P3/ P4" models was at 566,128 cars produced.

In 1938 production of the "P5/ P6" models drastically fell because of military buildup causing material shortages and the year ended at only 285,704 cars being produced.

In 1939 there were other notable things that happened with Plymouth



and the Automotive industry;

- A. GM would produce the first mass produced / reliable Automatic Transmission, which would then push Ford and Chrysler to design their own Automatic Transmission.
- B. Plymouth would return to independent "A" arm front suspension.
- C. Plymouth would produce their first and last 4-door convertible, using the 117" Chrysler/ Desoto frame.
- D. It was also the last year for Plymouth to have a vehicle with a rumble seat.
- E. And the 1939 Roadking was the only remaining Chrysler product that still used a floor shift transmission. Production for the year was up to 423,850 cars produced.

# *The Plymouth Story*

In 1940 Plymouth introduced a new transmission with blocker-type synchronizer, which made for much easier shifting. Also in 1940 the doors had



a new rotary safety latches and the hinges were canceled, then in 1949 all 4 doors were hinged at the front. Plymouth used Sealed Beam headlights, and Running Boards were an optional delete item and then in 1941 they were eliminated. Production for the year ended at 430,208 cars produced.

In 1941 Chrysler introduced a new and improved Safety Rim, which later would be adopted by other manufacturers, also in 1941 it was the last year for the 201ci engine and it was replaced by the 218ci engine. The 1941 Plymouth model switched from the old butterfly type hood to the new and more modern alligator type hood, and the battery was moved from under the driver's side floor to under the hood. Another major event for Plymouth is that the 4 millionth Plymouth was built at the LA Plant. Production for the year was 522,080 cars produced.

In 1942 only 152,427 Plymouths were produced, and the last 1942 Plymouth was built on January 31, 1942. At the same time Willys started production of the General Purpose Vehicle (Jeep), and as many of you know Willys-Jeep would first be bought by AMC and then in 1987 AMC would become part of the Chrysler Corporation. From February of 1942 through September of 1945 no Civilian Automobiles were produced by any of Chrysler divisions, and the total Chrysler Corporation production quantity was only 1880 vehicles, with Plymouth building 770 of them.

Also in 1945 Jeep started building its first Civilian Jeep, the CJ2A. The Plymouth bodies from 1945 to 1949 had very few updated, being basically a 1942 model with the same 218ci engine. However, there was a change to the tire size in late October of 1947 the tire size changed to 6.70 x 15. Another tire peculiarity was that each car was shipped with 4 rims/ tires on the car and 1 spare rim. Plymouth production was coming back to full-strength, however they did not keep exact production records from 1945



through 1949, so they only have a total of 1,059,489 cars built for those years. The only other major change for 1949 was that Plymouth came out with an all steel bodied 2-door Suburban station wagon.



Date	Event	Location	Contact Info	Club Event
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**Recurring Events**

Every Saturday	Cars and Coffee	Palladio Parkway, Folsom		No
2nd Sunday from Mar 12	Cars and Coffee	Carmichael Elks from 8 - 12		No
Every Saturday	Cars & Coffee in Folsom	430 Pallido Parkway, Folsom		
Every Sun	Shopping Center Car Show	Cypress/Fair Oaks Shopping Mall		No





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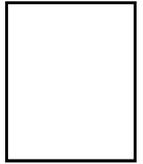
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### **The Lunch Bunch**

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.

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

## **Next Meeting**

Tuesday, February 6th  
at 7:00 p.m.

California Automobile Museum  
2220 Front Street, Sacramento, CA.