

NEWS



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

Volume 26, Issue 6

June 2018

Events Coming Up

- CCM General Meeting, June 5th, 7 PM.
- CCM Board Meeting, June 19th, 7 PM.
- CCM Mopar Day in the Park 25, June 23rd.

It's that time of the year—our annual Mopar Day in the Park show is upon us again! This will be our 25th anniversary show, don't miss it!



We have less than 4 weeks until CCM's Mopar Day in the Park 25! We need everyone to help out to put on our biggest club event of the year. There will be sign up sheets at the monthly meeting. Tom can set you up with flyers and sponsor letters too!

As always, we at CCM galactic headquarters are open for new story suggestions or a guest column in your newsletter.

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The monthly meeting and the board meeting will be dedicated to car show planning. This extra time is needed to ensure that everything goes smoothly. If you have not volunteered at the show, any of the long time members can answer questions you may have.

Don't be surprised if that special part on your wish list is in the swap meet area.

Many vendors attend our swap meet from all over the west coast. Don't miss it!

Last, but not least—make sure to bring a hat and some sunscreen. It can be a long day, don't top it off with a sunburn!



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 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		

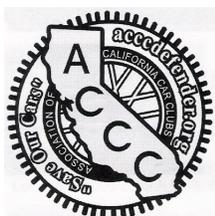
Staff Members

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 Plymouth Story

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

Part 5-A: 1963 to 1976 - Second Generation of Modernization and New Models

Please note that this 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.

In 1963 there were major body design changes in an effort to improve sales, which was successful with production up from 339,527 in 1962 to 488,448 cars produced in 1963. 1963 was the beginning of the new letter platform series, which basically was the car body and platform size. The smaller compact cars were **the "A" series**, which included the Valiant and Barracuda, the mid-size cars were **the "B" series**, like the Savoy (1950-1960 & 1960-1964), Belvedere (1954-1959 & 1960-1970), Satellite (1965-1974) and Fury (1956-1958, 1962-1964 & 1975-1978), **the "C" series**, with only the Fury for Plymouth (1959-1961 & 1965-1974), and **the "E" series** for the Barracuda/ Challenger (1970-1974). Two other innovation for Chrysler products were introduced in 1963; a) first the new "Hamtramck" Gear Reduction Starter Motor, noticeable because of its high speed sound, and b) all cars came with a 5-year / 50,000-mile warranty.

In 1964 there weren't many body or engine changes, but production continued to increase with 551,633 cars produced. In April of 1964 the Barracuda was introduced just ahead of the Ford Mustang.



In 1965 Plymouth reintroduced a full sized model, the Fury "C" class. In 1965 the mid-size models became the Belvedere and Satellite, and the Push-Button transmission control was replaced with either a column or floor shifter. In 1965 Plymouth set a record production number of 728,228 cars being produced.

In 1966 Plymouth made major body design changes to make the cars look larger, they became boxier than previous models. 1966 was the first year that the Generation II Hemi engine were used in production cars, they were installed in the Belvedere and Satellite models. Also in 1966 4-passenger seat belts became standard equipment. Production dropped down a little in 1966 down to 687,541 cars produced.

In 1967 Plymouth the GTX model was introduced. Production again dropped down to 638,075 cars produced.

In 1968 the Road-Runner was introduced, which was a no-frills sports sedan. Production improved in 1967 with production total of 790,239 cars produced in the year.

The 1969 Plymouths were basically minor upgraded 1968 cars. Pro-

duction for the year ended at 751,134 cars sold.

In 1970 Plymouth had a busy year, even though there were only few changes to the A, B & C bodied cars. For 1970 there was a whole new line of cars introduced, which were designated as the "E" body model, this included a completely new Plymouth Barracuda and in 1971 the Dodge Challenger. Next under the Valiant line there was a brand new "A" body car introduced, it was named the Duster, then in 1971 Dodge introduced their version named the Demon. There still remained 2 different body styles for "A" body cars, the Valiant/ Dart and the new Duster body style. Then for NASCAR type racing Plymouth came out with a modified Road Runner called the Super-Bird, with Dodge having the Daytona version, this was a 1-year only model with only 2783 cars being built. Also in 1970 AMC bought the Kaiser-Jeep Company. Plymouth production for the year ended at 747,508 cars built.

In 1971 there was a major body restyling on the "B" bodied cars, which was change them from a boxy body to a more-sleeker body style. Also in 1971 Plymouth introduced the Valiant Scamp and the Dodge Dart Swinger. Plymouth then introduced a new sub-compact car named the Cricket (English Hillman- Avenger). 1971 was the last year for the Gen II Hemi engine and the last year for the GTX model. Overall production dropped a little for Plymouth down to 702,113 cars produced.

In 1972 there were not many changes in body styles or design for the year. In a related car updates, the AMC Jeep was redesigned to fit the AMC I-6 engine, which would continue in production until 2006. Production for Plymouth was up a little for the year ending at 756,605 cars produced.

Again in 1973 there were very few changes to existing models. 1973 was the last year for the Plymouth Cricket and the Dodge Colt. Production for 1973 increased to 882,196 Plymouth cars being produced.

In 1974 there were 2 new models introduced and 2 models that were cancelled. The new introductions were the Trailduster and Voyager Van, both versions of existing Dodge products, and then the Barracuda/ Challenger and Satellite models were discontinued. Also in 1974 the Dodge Dart and Plymouth Valiant were identical for the first time. Production for 1974 dropped down to 779,894 cars being produced.

1975 was the first year for the "C" Body Gran Fury models, in parallel with the standard Fury. Production for the year dropped dramatically down to 454,105 cars being produced.

For 1976 the Duster, Scamp and Valiant models were discontinued, with the Valiant being replace by the Volare and the Arrow sub-compact was introduced. Production for the year was up to 519,962 cars produced.



The Hellcat Ram Is Real

THE RAM TRX IS COMING TO EAT RAPTORS FOR BREAKFAST.



Remember the Ram SRT-10, the Viper-powered Ram pickup that was possibly even harder to drive than a regular Viper? Of course you do, there are videos of it all over the internet doing burnouts and crashing into ditches.

It was one of the last fast pickups that focused on street performance and not off road prowess. Pickups were getting too big to be made into fast road trucks that weren't dangerous, so the focus went off road. The F-150 Raptor has been the most successful, combining high power with aggressive looks to print money for Ford. Now Ram wants to take a piece of that market with the Ram Rebel TRX, announced today at FCA's presentation of its five-year plan. We've already seen this in concept form a few years ago, but now it'll be real. And it'll be powered by a 6.2 liter supercharged V8.

That engine is also known as the Hellcat.

Now, we're not sure how much power it'll have, the TRX Concept had 575 horsepower, but now that we have a 707 horsepower Jeep Grand Cherokee, why can't we have a 707 horsepower Ram? There were very few details available, but we're sure it'll have some crazy capable off-road suspension and will be able to tackle any terrain you throw at it.

We sure hope we can. The TRX will be here by 2022.

Road and Track.com
Travis Okulski, June 1st,
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					
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 displayed.	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.co	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	Yes
Recurring		2nd Sunday car show at Carmichael Elks	8-11 a.m., 5631 Cypress Ave, Carmichael CA	-	No





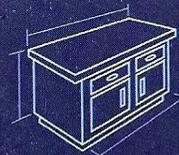
Looking for a special gift to give to your car guy or gal? How about a "Gearhead" membership to the California Automobile Museum? Several membership options are available. Membership information and an application form can be downloaded from the CAM website at calautomuseum.org.

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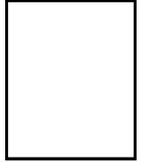
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RETURN SERVICE REQUESTED



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, June 5th

at 7:00 p.m.

California Automobile Museum
2220 Front Street, Sacramento, CA.

DMV Help Line (916) 657-6560