

NEWS



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

Volume 26, Issue 8

August 2018

Events Coming Up

- CCM General Meeting, August 7th, 7 PM.
- CCM Board Meeting, August 21st, 7 PM.
- CAM Cavalcade of Cars, Sept. 2nd
- Muscle Car Magic, Sept. 8th
- CCM Carmichael Park Picnic, Sept. 16th

On The Inside

Club Information	2
Membership	3
Sergio Marchionne	4
Sergio cont'd, CCM pics	5
Event Calendar / Tune-Up	6
Ads	7
The End	8

Maybe you heard, maybe you didn't.

Sergio Mar-



chionne, the man that married Chrysler to Fiat has passed away. Love him, hate him or somewhere in between, we must credit the man for saving Chrysler after Mercedes and Cerebrus capital management ran it into the ground. The same guy that killed the Viper, also gave us the Hellcat, 700HP daily drivers, SRT Durango, Charger SRT8 not to

mention the Jeep Trackhawk. Just as Lee Iacoca did during Chrysler's last bout with failure, Sergio made dramatic decisions that would ultimately revitalize an American icon. I always found him interesting and suspect that many other did as well. How many Hemi Ram trucks do you see on the road? Who could have predicted the Charger and Challenger would still be around after 10 years? Same with Fiat and Alfa-Romeo returning to the United States??? (good or bad).

I think it is safe to say that as the Mopar faithful, we are forever indebted to the guy. So raise a glass of your favorite beverage in honor of Sergio. I don't think we will be seeing another leader like him for a great while.

We at CCM galactic headquarters are open for new story suggestions or a guest column in your newsletter.



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! Also find handy charts with the firing order for small and big blocks, along with the valve adjustment order.

Club Information

Board of Directors

President:	Bob Berry	(916) 925-0336	rdnrnboberry@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		

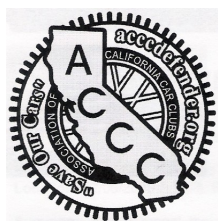
Staff Members

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 accesso-

ries—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 2018 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. Please contact Car Show Chairman Tom Pluth regarding current inventory.

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Sergio Marchionne, Who Melded Chrysler and Fiat, Dies at Age 66.

One of the last larger-than-life car-maker CEOs, he challenged orthodoxy, spotted trends early.

Sergio Marchionne, who engineered a merger of the auto industry's weakest companies—Fiat and Chrysler—and turned the combination into a profit generator, died at the age of 66.



Mr. Marchionne was treated at Zurich's University Hospital for complications after undergoing what Fiat Chrysler Automobiles NV said was a surgical procedure on his right shoulder in July. The health issues forced the company to unexpectedly remove him as CEO on Saturday, speeding up a departure planned for early 2019 after a decade at the helm of the Italian-American auto maker.

Exor SpA, the company that controls Fiat Chrysler, on Wednesday announced Mr. Marchionne's death.

While less known among the general public than predecessors such as Lee Iacocca, Mr. Marchionne was a star in the auto industry, and his death marks an end of an era in Detroit where he was one of the last larger-than-life CEOs. He relished challenging auto industry orthodoxy, and was ahead of rivals on some key automotive trends.

In a tweet late Wednesday, President Donald Trump called Mr. Marchionne "one of the most brilliant and successful car executives since the days of the legendary Henry Ford." Broker Evercore ISI called him "one of the most formidable and successful CEOs in the industry's history."

Born in Chieti near Italy's Adriatic coast on June 17, 1952, Mr. Marchionne moved with his parents to the Toronto area in 1966, according to Mondo Agnelli, a book about Fiat's deal for Chrysler. Mr. Marchionne went to university and law school in Canada, where he later worked for Deloitte & Touche. In the 1980s, he made his way back to Europe, taking a series of increasingly high-level jobs at several industrial companies based in Switzerland.

Mr. Marchionne joined the board of Fiat in 2003 as head of Geneva-based SGS Group, then partly owned by the auto maker's founding family. The following year he was vaulted into the CEO's job at Fiat to fill a leadership vacuum at the top.

His restructuring of the problem-plagued Italian auto maker was helped by a \$2 billion deal he struck with General Motors Co. in 2005, which allowed the American giant to exit a contract negotiated five years earlier that would have forced it to buy the 80% of Fiat's car business it didn't already own.

By the 2008 financial crisis, Chrysler LLC's then-owner Cerberus Capital

Management was looking to sell, and Mr. Marchionne was ready for the deal that would define his career. Underwritten by nearly \$8 billion in loans from the U.S. and Canadian governments, Fiat took control of Chrysler after it filed for bankruptcy protection and wasted little time pushing out longtime executives, closing dealerships and reimagining its lineup. Instead of taking an office in an imposing tower for senior management on the campus of Chrysler's headquarters in Auburn Hills, Mich., he set up his desk on the fourth floor of the adjoining technology center. He set a grueling seven-days-a-week pace, flying back and forth between Italy and the U.S. on a private plane.

A self-described workaholic, Mr. Marchionne carried a stack of up to five smartphones and wore a black sweater and jeans daily, even when visiting dignitaries and leaders such as President Donald Trump. Mr. Marchionne kept about 30 sweaters and pairs of jeans in each of his homes in Michigan, Turin and Switzerland, allowing him to travel with minimal luggage. "I have identical clothes everywhere I live. Down to the socks," he said in a 2011 interview.

He also was known to gulp down espressos and chain-smoke Muratti brand cigarettes, a habit company officials say he gave up about a year ago. Mr. Marchionne loved playing poker on his trans-Atlantic flights, according to company officials, and he wasn't afraid to fold early when dealt a losing hand—at the card table, or when assessing corporate strategy. His initial plan to import Fiat models to the U.S. and use its small-car technology on Chrysler vehicles was one such example. As part of the bailout agreement with the U.S., Fiat agreed to build an American-made compact capable of getting 40 miles per gallon. But that car—the Dodge Dart—was a poor seller, an early indication U.S. consumers were moving away from sedans and into larger vehicles.

Mr. Marchionne canceled nearly all of Fiat Chrysler's sedans for the U.S. market—including the Dart and Chrysler 200 models—and moved aggressively to retool U.S. factories to ramp up production of Jeep sport-utility vehicles and Ram pickup trucks which commanded premium prices. That move was later mimicked by Ford Motor Co., which this spring said it would phase out nearly all U.S. sedans. General Motors Co. is expected to pare its sedan lineup as well.

A longtime proponent of auto-industry consolidation, Mr. Marchionne made waves among peers in 2015 with a 25-page PowerPoint manifesto titled "Confessions of a Capital Junkie." In it, the CEO chided the car industry's "value-destroying addiction to capital," with charts and graphs showing the industry as a laggard in enterprise value and return on invested capital compared with other sectors. He challenged his fellow auto makers to consider consolidation to unlock stronger shareholder returns.

Many auto executives agreed with the unflinching assessment of their industry, but some saw Mr. Marchionne's missive as a thinly veiled plea for a merger or acquisition partner. Indeed, within weeks of his issuing his report, he began a heretical public courtship of General Motors Co., arguing that combining the longtime rivals would provide the scale needed to survive the next downturn.

Continued....

GM executives swiftly swatted down the idea, insisting the company had the size and long-term vision to go it alone. Executives from other auto makers also poured cold water on the notion of combining with Fiat Chrysler. In a June 2015 conference call with analysts, Ford finance chief Bob Shanks said such a marriage “would be doubling down on the past.”

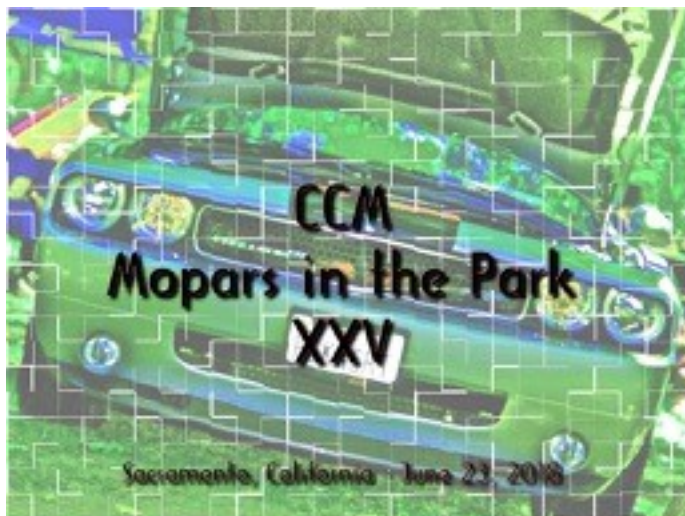
Over the past two years as Fiat Chrysler’s fortunes turned sharply upward, Mr. Marchionne began to indicate he was prepared to have the company go it alone. By earlier this year, he said he was done looking for a merger partner.

Fiat Chrysler’s stock price nearly quadrupled over the past four years of his tenure, earning him praise from Wall Street analysts, a group that once considered his quest to resuscitate Fiat and Chrysler as doomed. During a first-quarter conference call with analysts in January, Morgan Stanley’s Adam Jonas admitted that he was a onetime skeptic who had come around full circle.

“In 2004, when you were first introduced to the auto industry, a lot of people were thinking, ‘Who the hell is this guy?’ Right? I was one of them, frankly,” Mr. Jonas said. “There are many hundreds of thousands of families across many nations that are better off because of you and your team. God bless you, Sergio. We’re never going to see anyone like you again.”

—Mike Colias and Eric Sylvers contributed to this article.
Write to Chester Dawson at chester.dawson@wsj.com

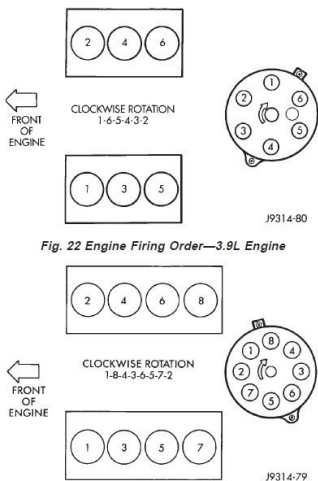
Appeared in the July 26, 2018, print edition as 'Days After Illness Disclosed, Fiat Chrysler Visionary Dies.'



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					
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 dis-	Bob or Jack	Yes
	9/8/18	Mopar Muscle Car Shootout	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
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



Mopar PERFORMANCE

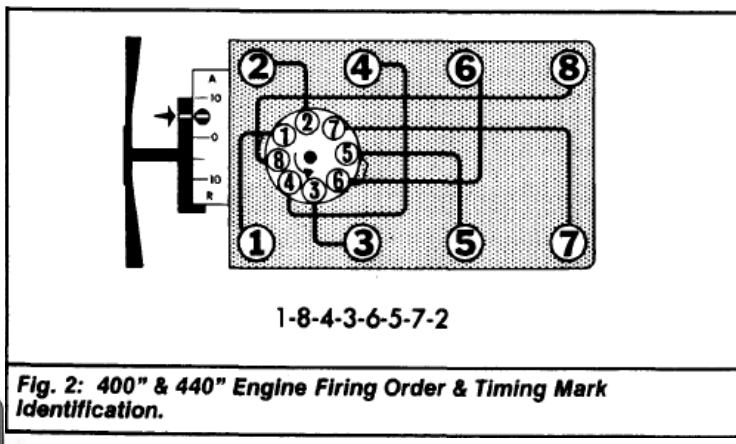
VALVE LASH ADJUSTMENT CHART

	IN.	EX.
TDC #1 FIRING, SET	.....#2	#8
ROTATE 90°, SET	.....#1	#4
ROTATE 90° MORE, SET	.....#8	#3
ROTATE 90° MORE, SET	.....#4	#6
ROTATE 90° MORE, SET	.....#3	#5
ROTATE 90° MORE, SET	.....#6	#7
ROTATE 90° MORE, SET#5	#2
ROTATE 90° MORE, SET#7	#1

Facing front of engine, rotate clockwise.

ROTATION

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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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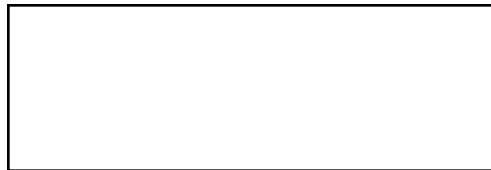
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RETURN SERVICE REQUESTED



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, August 7th
at 7:00 p.m.

California Automobile Museum
2220 Front Street, Sacramento, CA.

DMV Help Line (916) 657-6560