



NEWS

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

Volume 26, Issue 9

September 2018

Events Coming Up

- CCM General Meeting, September 4th, 7 PM.
- CCM Board Meeting, September 18th, 7 PM.
- Mopar Shootout, Sept. 8th, Sacramento Raceway
- CCM Carmichael Park Picnic, Sept. 16th

On The Inside

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The first weekend of September will usher in the end of summer with some great racing at Sacramento Raceway Park. If you haven't been out to the track in a while - take advantage and get out there. Urban sprawl has encroached on our only local track. I don't expect it will be around much longer. The weather is supposed to be just about perfect for racing. Show, Race or Swap there is something for everyone. Get there early for prime parking. I'm looking forward to seeing some nice cars on a not so freaking hot day. Be sure to bring your sunscreen and plenty of water. On page 4 there is info about the new Ram Hybrid truck, the 2019 models are looking pretty nice. Who is going to be the first to swap a new Hemi hybrid into their old car? That would be pretty interesting! Speaking of nitrous, so wouldn't be awesome to have a Hemi Hybrid Dart with nitrous? Or make it super fast with some crazy extra LiPo batteries! Wait a minute, what the hell am I talking about... Ahem....back to the rest of the front page..

Hope to see you at the track, or at the monthly meeting or picnic this month. Remember, we at CCM galactic headquarters are open for new story suggestions or a guest column (GASP!) in your club newsletter.

-Editor

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 | 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 | | |

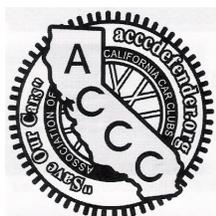
Staff Members

| | |
|-----------------------|---------------|
| 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 2018 Car show T-Shirts still available

For those that missed out on buying a T-shirt during car show day a few months ago, you are in luck! Several shirts are still available. Please contact Car Show Chairman Tom Pluth regarding current inventory.

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2019 Ram 1500 eTorque first drive: Electrified, evolved



The mild-hybrid Ram pickup is finally here

August 24, 2018

On Sale: Hemi models: now; 3.6-liter base models: Fall

Base Price: \$36,140

Powertrain: 3.6-liter V6 with eTorque, RWD or AWD, eight-speed automatic

Output: 305 hp at 6,400 RPM, 269 lb-ft at 4,800 RPM

Curb Weight: TBA

Fuel Economy: V6: 18/25/21 mpg (est); V8: 17/23/19 (EPA City/Hwy/Combined)

Pros: The eTorque system is as smooth as the rest of the rig

Cons: It's easy to nearly double the price of a base pickup with options.

Just over 20 years

ago, Toyota launched the first mass-market hybrid, the Prius. Around that time, Dodge was selling a pickup powered by a V8 engine originally developed in the 1960s. Sure, the LA engine family picked up some upgrades, like a better cylinder head design and electronic fuel injection, but there was a wide gap between a truck and a fuel-efficient compact car.



A lot has changed since then -- Dodge has spun its trucks off as



the Ram division, fuel economy standards are on a steep rise and the 2019 Ram pickup is available as a hybrid with the eTorque system. Okay, so it's not a full-blown hybrid that makes use of a wheel-driving electric motor -- Ram isn't going full Prius on us -- but it is a 48-volt motor/generator that electrically assists the 3.6-liter Pentastar V6 or the 5.7-liter Hemi V8 to get the job done. Fuel economy is also improved, but only by about 2 mpg city/highway and overall -- eTorque is

more about added capability with incremental mileage improvements than it is an efficiency breakthrough.

On eTorque equipped models, Ram replaced its 1500 pickup's traditional alternator with a 48-volt motor/generator, which can both charge its battery pack, located low on the rear wall inside the cabin, and help the engine spin when extra oomph is necessary. The system can also re-start the engine during start-stop situations, but we'll get to that a little later. The eTorque system is *in addition to*, not a replacement for, the standard 12-volt system that most electric features operate on. A DC to DC converter is used to step the voltage down from the 48-volt motor/generator.

Aside from the hybridization, the new Ram offers several slick ways to make commuting more comfortable. On Hemi-equipped pickups, Ram mounts active vibration dampers to the frame rails to counteract harmonics generated during cylinder deactivation. The cabin in crew cabs is more spacious than most Manhattan studio apartments and the touchscreen media system is bigger than my grandparents' first television. Basically, the designers and engineers at Ram wanted to make the truck capable enough to do work, while comfortable enough to be your only vehicle.

The Execution:



The eTorque system adds 90 lb-ft of torque to the base 3.6-liter V6 and 130 lb-ft to the 5.7-liter Hemi V8, but those figures do not change peak output of either motor. As in the non-eTorque trucks, the V6 makes 305 hp and 269 lb-ft of torque and the V8 churns out 395 hp and 410 lb-ft. So, where does that extra power go?

Down low. The hybrid assist helps give short bursts of extra torque in high-demand, low-speed scenarios -- say, on a hill with a trailer, pushing through a mud bog or even just matting the gas from the stoplight. The system also works to help smooth power delivery during shifting. Unlike the Toyota Prius mentioned above, you don't really feel the hybrid system doing its job, which is the point. There's no rush of torque pushing you into the seat, no whine from an electric motor or even a light that flashes telling you that the system is functioning -- it just works.

The eTorque system also manages the new Ram's auto stop/start features, which most drivers turn off before they leave the driveway. You won't do that with the Ram -- not because you can't, there is a button -- but the exchange between your foot, the brake pedal and the engine restarting is smooth. So smooth that I needed to slow down the movement of my feet to feel the system cycle through.

The Ram's active vibration dampers mounted on the frame might sound silly on paper, but they work. In Old Hemi-powered pickups it was easy to notice cylinder deactivation. But with these dampers, combined with acoustic glass used for the windshield and front side glass and a soft ride, the Ram is more like a cushy old Benz than a work truck.



2019 Ram 1500 first drive: The first fully realized modern pickup is a high-tech multitool:

We live in an age of ludicrous vehicular capability. Whether we're talking sports cars, off-roaders or pickup trucks of all sizes and duty ratings, today's machines will do more than most ...

Climbing behind the wheel of a Laramie-trimmed Ram 1500 powered by the eTorque-equipped 5.7-liter Hemi V8, it's apparent that even more has changed in the truck world than just electrification. The cavernous cabin is stuffed with soft leather -- covering just about anywhere you'd want to touch. Between the driver and passenger seats is a center console big enough to stash your tool bag, or your laptop and lunchbox. There's even a protractor and conversion charts molded into the plastic lid of the center console, in case you need to check such things at a worksite or a math convention.

Ram also introduced an optional 12-inch touchscreen into its latest pickup that replaces the standard 8.4-inch touchscreen. The massive screen controls everything from the air conditioning to the radio, to the heated and cooled seats, which is, admittedly, a mild inconvenience compared to the physical knobs and buttons still available on the standard screen. Despite the difference in size, both screens run the standard uConnect system and relay bright colors and clear information back to through the displays.

Ram sticks with its coil-spring suspension with the '19 models, and it manages bumps and divots without splashing your third or fourth sugar-free Red Bull. The steel coil springs can be swapped out for an air suspension that should be even better for towing, hauling and cruising, but there was only time to test the steel spring versions.

The Takeaway:

Hybrid Rams are here, and the world isn't falling apart. In fact, it's safe to say that the eTorque system makes the modern Ram even better than before -- with its ultra-smooth automatic start/stop and extra torque on tap. It's also clear that the truck you grew up with -- the slant-six powered D100 that's rotting away in your grandparents' yard -- has evolved.

With a massive optional touchscreen, cushy leather seats and more cab room than some apartments, the '19 Ram feels more like a luxury sedan than a work truck.



In short, the eTorque hybrid system takes nothing away from the truck driving experience, and helps keep Ram engines naturally aspirated.

Courtesy Automotive News

Wesley Wren - Wesley is an Associate Editor at Autoweek. He loves cutting up old cars, listening to weird music, and going fast.



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

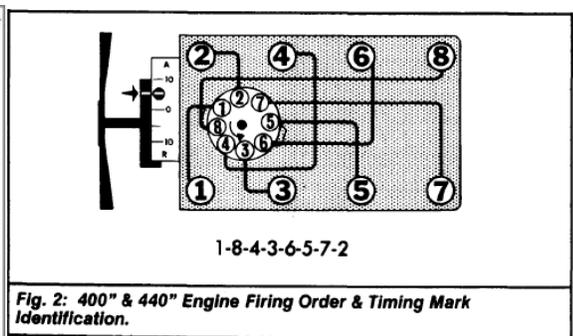
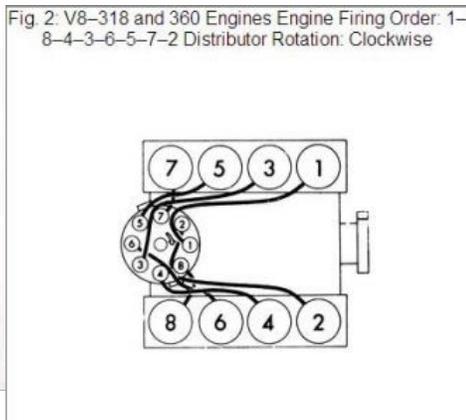
| Month | Date | Event | Location | Contact Info | Club Event |
|-------------------------|---------------|--|---|--|------------|
| Confirmed Events | | | | | |
| September | 9/2 - 10/7/18 | CAM Car Club Cavalcade | Members of Cap City Mopars can display their car(s) at CAM for the month long show. 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.





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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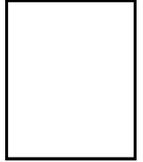
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RETURN SERVICE REQUESTED



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, September 4th
at 7:00 p.m.

California Automobile Museum
2220 Front Street, Sacramento, CA.

DMV Help Line (916) 657-6560