



NEWS

Volume 30 Issue 1

A Car Club for the Chrysler Corporation and American Motors Enthusiast (est 1992)
Member: Association of California Car Clubs and California Automobile Museum

January 2022

Upcoming Events

- **CCM General Meeting**
Tuesday January 4, 7pm sharp
CA Auto Museum
- **Bunch Brunch?**
Sunday January 9,
see back page
- **CCM Board Meeting**
Tuesday January 18, 7pm
Mark & Cindy's home
- **The Lunch Bunch**
Wednesday January 26, TBA

IN THIS ISSUE

Automotive Engineering

Daytona vs Superbird

CCM Club Events

Happy New Year!!

Well, 2021 turned out OK after all, or at least the last few months of it did. The high point of course, was our annual Mopar Show, in September and at the Elks Lodge this time. Both changes are for the better, I think. The weather was better, and the new venue shows a lot of potential.

So here's looking forward to a good 2022. Once we finish the work at hand (staying safe until Covid is licked), we hope to kick off the summer with the always excellent, always free Maxwell Car Show, then move on to our own Mopar Day in the Park, with, rumor has it, a new and very capable Show Coordinator.

Remember to re-up your Club membership - the Club needs the contribution of your talent, knowledge, friendship. And you don't want to miss out on the fun and the Hemi Burgers! Besides the Show, your CCM Board is busy planning new events and inventing new ways to have fun and enjoy the comradeship of all. Don't miss out!

I know you've heard this before but we really mean it:

Stay Safe and Stay in Touch

-ed.

Message from the new CCM President

So, as you may have figured out from the headline, CCM has a new pres. Me. (Mark Perry)

I realize I have some huge shoes to fill. Bob Berry has been the heart and soul of our club for twenty years. He has, in some cases all by himself, kept the club going. He keeps track of all the contacts and other data we need to run our annual car show, our picnic, all our monthly events, who to call and how to present monthly meetings, how to manage our resources to maintain the club and keep it going all year, every year.

THANK YOU Bob, for keeping our Capital City Mopars alive. PLEASE stick around to help me do the job.

In the 10-12 years I've been in the club, I've enjoyed many events, hated a few, and wished there were other kinds of events. Now that I have the pleasure and responsibility of helping to decide and implement the direction the club will take in the next year, I want to add more. I'd like to see the Club appear again in parades. I'd like to take our Mopars to other club's events - maybe get a club participation award, go for drives out of town, enjoy our fantastic cars.

I need your help. In order to better our Club, I need: Club Members to help; Ideas for events; People to help turn these ideas into real events; Members to come out to these events; Members to bring in new members.

I am asking each of you to increase your commitment to the club just a little bit, to do just a little bit more for your Club, your friends and club members.

Let's make 2022 a banner year!



CAPITAL CITY MOPARS BOARD of DIRECTORS MEETING HIGHLIGHTS

December 21, 2021

Newsletter – Mark-Working on January’s newsletter

Membership–Richard-Old membership data now combined and all info on a flash drive

Webmaster –Absent

Activities – John-Nothing to report

Car Show –Richard Teerlink confirmed as 2022 Car Show Coordinator, to share duties with Bob Severin and others. Misc. details were discussed. Bob Stearns (ACCC President) will do DJ at car show for \$300

Business:

Old-

1. Results for CCM 2022 Board of Directors-Officers

President - Mark Perry
Vice President - Mike Allen
Secretary - Cindy Lenz
Treasurer - Norm Benedict

2. General meeting – Tues. Jan. 4, 2022 7pm – Calif. Auto Museum

New-

1. Holiday party – Recap; 24 people attended. Bob paid extra for bar charges and tip.

2. Rally 4 Kids Shriners - Recap; 6 cars attended and donated toys

3. Tony and Carol Sarge are now Life Members

CCM Life Members pay no dues, after 20 consecutive years of membership

Announcements:

1. ACCC conference – Wed-Thur May 11-12, 2022 CCM provides lunch Wed. Confirmed
2. Car Show – Elks – Sat. Sept. 10, 2022 Confirmed
3. CCM Holiday party – Sat. Dec. 10, 2022 Confirmed
4. Shriners toys: collect all year – Ryan to promote collecting toys
5. New president Mark Perry takes office Jan. 1, 2022. Goals are to have more member involvement and events for the club.
6. Parade participation was mentioned for events, previous years CCM had good attendance
7. Brunch ideas; possibly St. George Hotel in Volcano and Black Bear Diners

AVOIDABLE CONTACT #84: IN WHICH THE LAZIEST AUTOMOTIVE ENGINEERS DO SOME OF THE BEST AUTOMOTIVE ENGINEERING

courtesy Jack Baruth, Allpar.com

The French talk about l’esprit de l’escalier, that frustrating moment when you come up with the perfect reply or retort to someone’s cutting comment after you’ve walked away from them. We should also recognize l’esprit de l’instagram, a unique subgenre of wit in which one says clever things exclusively on social media. I happen to know someone who is the perfect

example of this—if you read automotive media, you know him too; he’s more widely published than I am. Online he is the very soul of wit, delivering “snackable” snark and just-this-side-of-confrontational comments that make me wonder why I didn’t think of them first. In person, however, he’s tongue-tied and twisted, just an earthbound misfit. You get the idea. Can barely string two words together. As Pope once wrote,
So well-bred spaniels civilly delight
In mumbling of the game they dare not bite.
Yesterday I drove the new Charger Hellcat

Widebody Redeye Triple Felony Pitbull Edition. OK, I made the last part of that up. I was enthusing about it online and someone commented,

A showcase for the laziest kids in the engineering class.

Big—as the kids say nowadays—oof. I knew what he meant; the conventional wisdom of automotive enthusiasm tells us that the 2021 Charger is nothing more than a warmed-over ’90s W210 Benz. Supposedly you can still bolt some Benz suspension parts directly to a new Challenger, or to a pre-2011 Charger.

In all of this, the conventional wisdom is mostly wrong. There are some interchangeable parts, yes—but if you think that means there’s



CAPITAL CITY MOPARS GENERAL MEETING HIGHLIGHTS

December 7, 2021

Club Business:

- OLD: 1. Shriners “Rally4Kids” – recap; 6 cars attended and donated toys
2. Membership renewals are due now
3. CCM Holiday party- Sat. Dec 11 Elks Lodge, Buffet dinner-Tri Tip & Chicken
4. Election of Officers – CCM 2022 Officers

President Mark Perry
Vice President Mike Allen
Treasurer Norm Benedict
Secretary Cindy Lenz

Announcements:

1. Mopar Patriot Day with the Elks – Sat. Sept. 10, 2022
Contract to be forthcoming.
2. Show T shirts for sale @ \$5.00
3. Shriners toy run – Ryan Durham will collect toys all year

been no new engineering or design done, then you’ll find being a Honda tuner to be the very soul of disappointment, because the big H will use the same component from here to eternity where the customer can’t see it. Porsche, as well, used VW Rabbit control arms in the 924 and 944, until it came up with a design of its own that is universally despised for its ephemeral lifespan and intergalactic servicing costs.

Oh, and there’s National Part Number 716102, Seal, Rear Crank—named “Cranky” by yours truly in an article a while back. You’ll find it in a ’75 Rabbit 1.7L, a first-gen Porsche Panamera Turbo . . . and the Bugatti Veyron. I think you get the idea. Sometimes, as the man said, a control arm is just a control arm.

What we cannot deny is that the 2021 Charger still has a lot in common, in both concept and execution, with the barely-post-Millennium LX-body Chrysler 300, a car that came out . . . let's see . . . FOUR generations of Honda Accord ago. It was still possible to buy a fifth-generation Malibu when the 300C came out. We're on generation nine now. Even relatively long-lived cars like the Toyota Avalon have been ground-up re-designed twice since then.

Of course, there's a penalty for this pathetic laziness. Chrysler's refusal to build a modern car with two-liter-turbo power, modern styling, and hybrid/EV compatibility appears to have led to all-time high sales numbers for these nameplates in the past few years, much of it in exotic variants that can fetch up to five times as much money as a base Honda Accord.

Wait. Hold up.

Let me get this straight. Everybody in the automotive business knows that now is the time to go full steam ahead into EV production, if you'll pardon the odd mixture of transportation metaphor and desired reality there. They also know that in the short but unavoidable (hint, it's only really the latter) time between now and The Electric Singularity™, the customer is desperate to buy brand-new designs powered by the ubiquitous and China-tax-friendly 2.0-liter four-banger turbo. She (by which I mean "the customer" — it's very popular nowadays in auto writing to say "she" instead of, for example, Setright's "T.C. Mits, The Celebrated Man in the street") wants fastback styling and big thick doors and really raked-out windshields and all the stuff we take for granted everywhere from the Accord to the new BMW 3 Series.

Everybody knows this but Chrysler, whose lazy engineers just keep building the same car with more power and bigger tires. Not only does this lazy course of action sell a lot of \$60,000-and-up versions of a \$29,995 car, it also somehow results in additional sales for the \$29,995 car! The Charger and Challenger are probably the only cars in human memory to be both high-volume rental-lot fodder and the kind of dream vehicles that inspire TV shows and rap music.

Being the sort of hopeless lifetime nerd who cannot help but draw technical parallels to everything, I'm reminded of back when the Intel Itanium processor was supposed to make

the so-called "x86" processor irrelevant. It was at least the third processor with that particular job description, depending on how seriously you took HP and Sun Microsystems. The Itanium was absolutely better on paper than the x86 that you could buy on the shelf next to it, but the x86 had broader applications and it just kept improving. Today, Itanium is the answer to a trivia question—as are "Motorola 68k," "PowerPC," "UltraSPARC," and "PA-8600."

Now let me tell you a secret. The newest Charger doesn't feel as consciously ultra-modern as, say, a C-Class Benz or Audi A3. But it's pretty far from a 2004 Chrysler 300C in everything that matters, whether you're talking soft-touch door cards or the uConnect 5 system. If you don't drive new cars for a living, the Charger feels like a new car. This is important, because the people who drive new cars for a living represent the smallest possible segment of new-car buyers, while the people who don't make up the largest possible segment of same.

By standing behind the same-shaped vehicle for so long, FCA has built up tremendous brand equity. Social media is filled with "meme accounts" that plumb the depths of humor associated with stereotypes like, "Everybody joins the Army just to buy a Charger," and "If you're at home and you see your girl on Instagram in the passenger seat of a Hellcat, that's not your girl anymore." The Charger/Challenger are America's favorite cars to modify in fashions ranging from mild to (you guessed it) wild. People know how to fix them.

Oh, and don't get me started on resale value. V-8 Mopars have plenty of it nowadays. Used-car shoppers on a fixed budget will have much better luck finding an affordable Avalon (or, whisper it, 328i) than they will getting a solid Charger R/T on the cheap. If you want to know why this is so, YouTube will be happy to show you how you can put 450 horsepower to the wheels of a 5.7 Charger without lifting the heads off the engine.

Are FCA's engineers the laziest in the business? Maybe. They don't have a Bolt or a Volt or a Leaf or an EQC or any of those other absolutely wonderful, astounding, amazing showroom paperweights. They haven't managed to match the brilliance of Chevy's Trax/Trailblazer/Equinox/Blazer/Traverse five-finger crossover death punch. Last I heard, they don't even have a plan to trash

all their gasoline-powered cars by 2022.

On the other hand, they managed to singlehandedly preserve the concept of the desirable American-branded sedan after Ford and GM abandoned the field in cowardly fashion. They make cars that look like four-wheeled thugs and brutalize racetracks into submission while also pairing with two Bluetooth devices at once and offering wide-angle rearview camera. Heck, the Challenger alone comes in specs from "stick-shift track rat" to "Friday-night drive-in throbbler" to "203-mph wide body" to "AWD winter specialist." Name another car that can do that. Not even the BMW 3-Series has that kind of range any more.

The Challenger and Charger, by their very continued existence and success, expose an unpleasant truth in the auto industry—namely, that pretty much every new design of the past decade is optimized for:

- Chinese tax laws
- EV and hybrid compatibility based on future California legislation
- Euro pedestrian protection laws
- Various social and political imperatives embraced by the automakers

Did you notice anything missing in there? How about stuff the customers want? Today's designs are built for governments and media critics, not for the people who actually buy them. This novel practice of hating your own customers has become very fashionable lately; you see it everywhere from major sports leagues to shoe companies. But Chrysler isn't going to play that game. It'll just keep making the old cars that people actually want to buy, and people will keep buying them.

In short, I'd like to congratulate Chrysler's engineers on their laziness. They are "lazy" the same way a good UNIX administrator is "lazy"—which is to say they are effective. And while I wanted to write all of the above in my response to my friend's Instagram comment, I decided at the time to put my phone down, enjoy six more laps in the Hellcat Redeye, and save my retort for today's column. This turned out to be the right choice, just like building cars for your customers instead of for politicians is the right choice. Therefore, this sort of laziness shall, in future, be called:

l'esprit de l'challengeur.



DODGE DAYTONA VS. PLYMOUTH SUPERBIRD: WHAT YOU NEED TO KNOW ABOUT MOPAR'S WINGED WARRIORS

courtesy S Oldham, Hagerty.com



When the 1969 Dodge Charger Daytona and 1970 Plymouth Road Runner Superbird were new, they were considered so ugly that many of the big winged muscle cars sat on dealer lots for months and were sold after heavy discounts. Sure, the dealers weren't happy about it, but Dodge and Plymouth didn't really care. These radical cars were homologation specials, created only to legalize their aerodynamic shapes for NASCAR competition. They were built to dominate on the sanctioning body's superspeedways—Daytona and the newly constructed, 2.66-mile Talladega International Motor Speedway with its 33-degree banking.

And dominate they did. In 1969 a Hemi-powered Dodge Charger Daytona won the Talladega 500, its first race, and it became the first stock car clocked at over 200 mph. Although a fastback Ford Torino driven by David Pearson won the championship in 1969, Superbirds and Daytonas won 38 races in 1970 and Daytona driver Bobby Isaac took the championship.



To homologate their wind-cheating body modifications, including their pointed noses and massive rear spoilers, 503 Dodge Daytonas were put on the street in 1969 and Plymouth sent dealers 1290 Superbirds, although some say that number is 1935. The two cars look similar, but they're actually quite different. Plymouth didn't just stick a Daytona nose and spoiler on its 1970 Road Runner; the parts are unique to each car. Here are a few key

differences between the two, and a few other facts about Mopar's "Winged Warriors" every enthusiast should know.

Wing height was not for decklid clearance



Let's bust this myth first: Some say the wings of these cars were 23.5 inches tall to satisfy a NASCAR regulation that demanded their sizable trunk lids would fully open. Not true. NASCAR's rulebook had no such regulation. According to Lehto, the rulebook read, "Rear deck lids must have operating type hinges. Deck lids must be equipped with a self-holding device so as to keep lid up when open. Deck lids must be fastened with 2 pins, one on each side."

The truth is that the 58-inch-wide, cast-aluminum rear spoilers on these cars were placed so comically high—essentially even with their rooflines—to get into the "clean air," according to its designer John Pointer. The shape and size of the Daytona's spoiler was refined using a three-eighths-scale model at Wichita State University's wind tunnel, while full-size testing took place at Lockheed's wind tunnel in Georgia. That the spoilers were also high enough to allow the trunks to open fully was simply a stroke of luck. If a lower spoiler worked better aerodynamically, Pointer would have attached it to the decklid in some fashion.



Unique nose and rear spoilers

After the success of the 1969 Charger Daytona, which was shaped in the wind tunnel, Plymouth's designers began to work on the

Superbird, tweaking the design of the Dodge's 18-inch nose cone and the tall rear spoiler. Park the two cars next to each other and the differences are obvious. The Superbird's beak isn't as pointed and its rear spoiler leans back quite a bit more than the Daytonas. Apparently Plymouth's stylists thought it looked better. Although shaped differently, the nosecones of both cars are sheet metal with fiberglass headlight covers and aluminum rear spoilers.

The Daytona was faster

Although Plymouth's designers thought the Superbird looked better than the Daytona, their design was considerably less aerodynamically efficient. A Superbird has a .31 coefficient of drag while a Daytona's drag coefficient is .29—about a 20-percent increase in aerodynamic efficiency over the standard Charger. On the high banks of Daytona and Talladega, this gave the Daytona an advantage of somewhere between 1–3 mph over the Superbird, which was significant in competition, and especially so over the course of a 500 mile race.

No fender holes for the Superbird

At 18 feet long, these cars are massive. And every production 1969 Dodge Daytona and 1970 Plymouth Superbird wears a reverse facing air scoop on each front fender. These were an important part of their aerodynamics package. On the race cars the fenders were cut out underneath the scoops. Some say this was for tire clearance, but the truth lies in the air management. The holes allowed air pressure to be released from beneath the car, reducing drag.

Steve Lehto, the author of *Dodge Daytona and Plymouth SuperBird: Design, Development, Production and Competition*, also wrote about these cars for *Road & Track* in 2016. "The tire clearance story had to be told to keep NASCAR's czar, Bill France, from deeming the cars illegal," he wrote. "At the time, NASCAR rules only allowed body modifications for certain situations,





one of which was for tire clearance." The lie also kept the competition misinformed of the modification's true benefit.

Production Dodge Daytonas, which were assembled for Dodge by Creative Industries in Detroit, did have a small hole beneath the scoops, while the fenders of the production Superbirds did not. Creative Industries had also built the streamlined but less radical Charger 500s for Dodge in 1969, but it did not build the Superbirds for Plymouth. The Superbirds were assembled at Chrysler's Clairpointe St. pre-production facility near its Lynch Road assembly plant in Detroit.

Every Superbird got a vinyl roof

Also in the pursuit of aerodynamics, both the Daytona and the Superbird received streamlined rear windows. A large plug was installed to fill the space between the buttressed C-pillars of the standard Charger R/T. The new rear glass lay at 22

degrees versus the standard Charger's 45-degree backlight. The design had carried over from the Charger 500 along with A-pillar covers that smoothed the air flowing over the sides of the windshield and down the sides of the cars. On the Charger 500s and Daytonas, workers at Creative Industries carefully finished the bodywork around the plugs and repainted the roofs.

A plug was also used to reshape the rear glass of the Superbird, but after building the Daytonas, all that finishing work was determined too time consuming and expensive. Remember, to satisfy NASCAR, Plymouth had to build almost four times as many cars as Dodge did Daytonas. To save resources, every production Superbird got a vinyl top to cover up the mess.

No Daytona has a six-pack

A 440 wedge with a 4-barrel was the standard engine in both the 1969 Daytona and the 1970 Superbird. The 426 Hemi was optional and both engines were available with a 727 Torqueflite automatic or the A833 4-speed manual.

Although triple two-barrel carburetors were available on the 440-powered Dodge Super Bee and Plymouth Road Runner by the time the



Daytonas were built, the Six Barrel (or Six Pack, as the intake system was called by Dodge), was not available on the production version of the NASCAR special. Plymouth, however, did build 716 Six-Pack equipped Superbirds, which were rated at 390 hp, 15 hp more than the standard 440. The 425-hp Hemi was installed in 135 Superbirds and 70 Daytonas.

Daytona driver's death was not the first at Daytona

Before the 1970 Daytona 500 was won by Pete Hamilton in a Superbird, a rookie named Talmadge "Tab" Prince was killed driving his Dodge Daytona in a qualifying race when his Mopar collided with another. Although it's been reported that this was the first fatality at the speedway, it was not. Driver Marshal Teague lost his life at Daytona in 1959, the same year construction of its high banks was completed.



Club Information

CCM Board of Directors

President:	Mark Perry	(916) 956-8863	mark@chlgr.com
Vice President:	Mike Allen	(916) 207-7746	duster@surewest.net
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Secretary:	Cindy Lenz	(916) 956-8863	cindyppearl916@gmail.com
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CCM Staff Members

Property Manager:	Norm Benedict	Photographer:	Mark Perry
Competition Director:	Michael Moore	Publicity:	Norm Benedict
Historian:	Norm Benedict	Sales:	John Riordan
Legislative Director:	Horace Tutt	Sunshine Coordinator:	Cindy Lenz



Event Schedule (**club events in bold**)

date	event	location	more info / contact	
January 4	CCM General Meeting	Sac Auto Museum	Mark or Norm	confirmed
January 9	CCM Bunch Brunch?	Black Bear, Elk Grove	Mark Perry	confirmed
January 18	CCM Board Meeting	Mark & Cindy's home	Mark or Norm	confirmed
January 26	CCM Lunch Bunch	TBA	John Riordan	confirmed
February 1	CCM General Meeting	Sac Auto Museum	Mark or Norm	confirmed

Drive your Mopar to Club events !!

If you need more info on any of these events, please e-mail the editor - mark@chlgr.com, or call me 916.956.8863

Cars & Coffees, Cruise Nights, monthlies...

there are now WAY more Cars & Coffee type events than we have room for here.

For a pretty complete list go to <https://norcalcarculture.com>



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<https://www.instagram.com/capitalcitymopars/>



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RETURN SERVICE REQUESTED

CCM General Meeting

Tuesday January 4, 7pm • California Auto Museum 2200 Front Street

please bring a mask and use it

! DRIVE YOUR MOPAR !

The Bunch Brunch ?

Sunday January 9, 11am, Black Bear Diner at 8531 Bond Rd, Elk Grove. Meet at 10am at the CA Auto Museum to convoy to the BBD, or meet us at BBD at 11am.

Drive your Mopar!

for more info, call or text Mark 916-956-8863. See you then?

FOR SALE

- 26" 4-core Radiator
 - 26" 3-core Radiator
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- contact Mark 916-956-8863
mark@chlng.com

& WANTED

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contact Jake Rosen 916-205-9336

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I can use parts or complete assemblies.

Trades are welcome here.

Greg Kern 916 204 4626

GregoryCKern@aol.com

CCM 2022 Member Survey

Please complete this and bring it to the meeting Tuesday, or mail it in. Feel free to explain or add other information on any free space.

Name (optional) _____

How long have you been CCM member? _____

Do you attend General meetings?

- Often Sometimes Rarely

All members are welcome and encouraged to attend CCM Board meetings.

Do you attend Board meetings?

- Often Sometimes Rarely

Are you a CCM Board member?

- Yes, currently Previously Someday

How far will you drive to attend a (non-driving) Club event?

- 1 - 10 miles
 11 - 20 miles
 21 or more miles
 30 minutes
 It depends on traffic or _____

How do you get club info and communicate with other Members?

- CCM Website - www.capitalcitymopars.com
 Newsletter
 E-mail
 Phone
 Text
 Social media: Facebook, Instagram, Twitter, etc.
 At Club Meetings

How many events have you participated in the past 12 months?

- | | |
|------------------------------------|-------------------------------|
| <input type="checkbox"/> None | <input type="checkbox"/> None |
| <input type="checkbox"/> 1 - 3 | <input type="checkbox"/> 1-3 |
| <input type="checkbox"/> 4 or more | <input type="checkbox"/> 4 + |

2019?
(before Covid)

If you don't participate in meetings or events, why not?

- Too far to drive
 Busy or conflicting dates, or work interferes
 Covid-19 safety concerns
 Dislike Club or event presentation. If this, how can we improve it?

What was your favorite recent CCM event?

- Annual CCM car show
 CCM picnic
 Auto Museum in Reno
 Poker Runs
 The Rainy Day Poker Run
 Lunch Bunch

- Bunch Brunch
 State Fair
 General Meetings
 Shriner's Toy Drive
 Holiday Party or CAM Tree Trimming
 Other _____

What type of activities would you like club to have (as group events)?

- Road trips / drives / tours / sightseeing / cruises
 Max length? _____ hours _____ miles
 Other Mopar club's car shows (within _____ miles)
 Other non-Mopar club's car shows (within _____ miles)
 Show and Shines / Cars & Coffees
 Drive-In movie night
 Poker runs
 Guest speakers or other presentations
 Wine tasting
 Overnight events
 Competition Driving / Drag or other Racing / Rallies / Autocross
 Picnic / BBQ
 Casinos
 Parades
 Restaurants
 Sporting Events (Rivercats, Raiders, etc)
 All the above except for _____
 Other _____

What type of non-car activities are you interested in?

- Get togethers with Club members or other clubs
 Amateur sports (Little League, soccer, etc.)
 Pool/billiards or bowling
 Cards, dominoes, backgammon, chess
 Pot luck dinners and other get togethers
 Tech sessions
 Volunteering for _____
 other _____

Why did you join CCM ?

- To interact with other Mopar enthusiasts
 Mopar mechanics - repair, restore, customize
 Mopar related activities
 Camraderie
 Other shared Mopar interests _____
 Cars, social and community service
 combining job, hobby and fun

(continued on back)

