



# NEWS

Volume 27 Issue 7

A Car Club for the Chrysler Corporation and American Motors Enthusiast (est 1992)

July 2019

## Upcoming Events

- CCM General Meeting  
Tuesday July 2  
Hot Dog BBQ !!
- CCM Board Meeting  
Tuesday July 16
- CCM cars at CAM Cavalcade  
September TBA
- Mopar Muscle Car Shootout  
Saturday September 7
- CCM Picnic  
Sunday September 15

## In This Issue

CCM Day in the Park XXVI	1
Articles	2, 3, 4
Calendar & Events	5, 6
Member's biz cards	7
The End	8

## CCM DAY IN THE PARK XXVI

Our 26th annual car show was a rousing success! The weather was pleasant in the low 90 degrees and the day of activities went very smoothly. The participants and spectators enjoyed spending time with friends and car enthusiasts while listening to good music.

We had 170 cars, dating from as early as the 1926 Plymouth, and many Modern Mopars in attendance. Dodge, Plymouth, Chrysler, De Soto and American Motors were all represented. There was special appearance of a classic dragster, which was fired up and impressed us all with the volume of sound. The CHP was there to keep an eye on "Christine". The swap meet had many interesting parts to offer, the vendors shared their information, and the local YMCA served BBQ Hemi Burgers for lunch. Assorted raffle prizes were won along with the grand prize a 55" color TV donated by Hoblit Dodge, and the 50/50 raffle enriched the lucky winners' pocket and the CCM bank account.

Each car had their photo taken as they entered the park and was provided a print free of charge, this was a big hit. Over sixty-tree trophies were awarded - first, second and third in each class, plus the Sponsor's Awards. The winners put blood sweat and tears into their cars and richly deserved the recognition, as did every car and truck there.

Bunny and Amanda, channeling all our favorite Mopar girl, Daisy Duke, presented the awards.

Major sponsors were Hasties Capitol Sand and Gravel, Hagerty Insurance, Hoblit Chrysler Dodge Jeep Ram



SRT, Lasher Auto Group, Folsom Lake Chrysler Dodge Jeep Ram, O'Reilly Auto Parts, Overkill Performance. The proceeds from the car show are donated to Shriner's Children's Hospital, CAM, Sacramento YMCA, and other deserving charities, as well supports the CCM club in activities for the year.

Many thanks go out to the CCM members who made this event a success. Show coordinator Tom Pluth put in many, many hours into organizing the show, and did another fantastic job. This was Tom's 10th year as the main man for this event. The club members worked as a well-oiled hemi, pitching in to help with anything and everything an event of this magnitude requires.

This year we had a helping hand from the Sacramento Area Mustang Club. About a dozen SAMC volunteers handled most of the judging. A fresh viewpoint on the judging of the cars allowed every car an equal opportunity to be a winner. Having the extra manpower enabled the CCM members to be more available for other much needed duties throughout the day. In return, we the CCM members will volunteer to assist with the SAMC annual car show on September 21. So save the date.

As we all know can happen, a couple entries had some bad luck that kept them out of the running, and we hope to see them back with us next year.

The CCM 27th Annual Day in the Park is June 27, 2020. We're looking forward to another successful show. 🇺🇸



# Club Information

## CCM Board of Directors

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### The Dodge Charger Hellcat Octane Edition is the Sith Lord of muscle cars *courtesy Allpar*

The Dodge Charger Hellcat is no slouch. Packing 707 horsepower and 650 pound-

feet of torque, it would be a compliment to call the four-door a street brawler. Dodge has upped the dark character of this car to the level of Sith Lord in its latest special, the Octane Edition.

As if just catching up to 2007 and the "murdered out" trend,

the new-for-2019 Octane Edition has a "blacked-out theme inside and out," according to Dodge. That implies the only exterior paint color would be black, but those looking at the order sheet will be confronted with the option of White Knuckle alongside Pitch Black.

The package is easily identifiable by the wide, full-length, Satin Black center stripe with Octane Red pinstripes on either side. Fitting the theme, the badging, wheels, and decklid spoiler all carry the sinister black hue while the Brembo brake calipers provide a small pop of red against the dark of the 20-inch wheels, themselves plucked from the Challenger R/T Scat Pack 1320 Edition parts bin.

The interior features red stitching and Houndstooth (or is it pepita?) panels in the SRT Performance seats. Both the instrument panel and the seats get a red SRT Hellcat logo, and the final tie of the red and black theme comes from red seat belts.

With an MSRP of \$1495, this appearance package is likely the cheapest way to a blacked-out look that is also cohesive. While some think the all-black trend has run its course, we think the Charger platform is aggressive enough to pull the look off. If the none-more-black effect is what you crave, don't drag your feet, as the Octane Edition will only be available for dealer order through the end of the 2019 model year. Deliveries are expected to start in fall 2019, and most likely we'll see this package become available for the Challenger later on.

### The Plymouth Fury is the last affordable '60s Mopar

*by Elana Scherr, Allpar*

There are no cheap MOPAR muscle cars anymore, much to the dismay of anyone who remembers flipping through pages of classified ads and rejecting \$2500 Plymouth Road Runners as "too expensive." There is one vein of Mopar ore yet unmined, though: the 1960s C-body full-size models. The biggest cars in the Chrysler stable have some of the smallest prices, and with average values ranging from \$6700 for base models to \$13,500 for higher trims, the 1965-68 Plymouth Fury is one of the most affordable machines of the muscle-car era.

The Fury had a long life, starting in 1956 and morphing in size and platform



multiple times until its final run for 1989. By the mid-1960s, U.S. car buyers associated quality with size, rather than style, so Plymouth bosses

reined in the fins and high compression ratios that defined earlier cars and moved the Fury from the mid-size B-body to the 119-inch-wheelbase C-body platform in the hope of stealing some customers from Chevrolet and Ford.

The '65 Sport Fury above came with a 383 and four-speed manual - nice oomph for the big C-body. After-market wheels are easy to afford with the money you'll save on the car's purchase.

The 1965 Fury also split into several different trim levels, imaginatively named Fury I, Fury II, and Fury III. There were also a Sport Fury—available as a two-door hardtop or convertible—and a Fury wagon, which was even longer than the sedan. In 1966, Plymouth went after Ford's LTD with the Fury VIP, which had wood trim and baroque badging. Nothing says luxury like a fancy badge.

Along with the increased length, 1965-68 Furies followed the Detroit trend of stacked headlights, a useful detail for identification in the wild. Aside from the headlights, the redesigned Plymouths played it safe, with restrained body lines and minimal trim.

Engine options were also tame, starting with the 145-hp, 225-cubic-inch slant-six, painfully underwhelming in a 3700-pound car. Customers were happier with the

230-hp 318 V-8 and happier still with the big-block 383, available with two- or four-barrel carbs. The top of the line was the 365-hp 426 Street Wedge, offered in a street-friendly tune compared with the previous Fury Super Stock engines of 1963–64. (This is not the 426 Hemi, which never came in the Fury, but the precursor to the 440.)

If you end up with a 318-powered Fury, don't expect it to be too furious. The 383, on the other hand, ran well enough for Car and Driver to paint it in 1966 as "tight as a tick, comfortable, and fast." Of course, fast in 1966 was measured a little differently than it is now. Road tests of the 383 four-barrel have it running the quarter-mile in about 17 seconds, sprightly for a car the size of a city block.

Fury III sedans, like the one above, offer V-8 power, an automatic transmission, power steering, a push-button radio, A/C, front seatbelts, and aircraft carrier proportions.

The design aesthetic continued to follow the bigger-is-better ruling, and the restyled 1967 Fury looked even larger than the '66, although the wheelbase remained the same. Another redesign in 1968 added a Fast Top roofline for the Fury III, a sporty, subtle fastback that only the Sport Fury and the luxury VIP offered previously. If you're lost on how many combinations that makes, so are we, and so were the customers in 1968. Sales dropped, and Plymouth gave up on the VIP for 1969.

What does this mean for you, future Fury owner? Well, only a handful of Furys are investment-grade (1965 426 Street Wedge, 1965 Sport Fury Indy pace car convertible). But just because the Fury won't work as your retirement plan doesn't mean you shouldn't consider one as a project car or daily driver. A 440/6 droptop Barracuda might be out of your price range, but with the money you save buying a Fury, you can pop on a trio of two-barrels and be the only six-pack full-size at the car show. Plus, you can fit a lot more friends in for the ride.

### Relays: Basics and Troubleshooting

*courtesy Rob Siegel, Hagerty Insurance (for more, go to Hagerty's website)*

Basically, a relay is a remote-controlled switch that uses low current to turn on high current by employing an electromagnet to pull together a pair of switch contacts. This is really all a relay is—an electromagnet pulling a set of contacts closed.

Most relays use the so-called DIN-standard numbering of relays used by most cars, in which

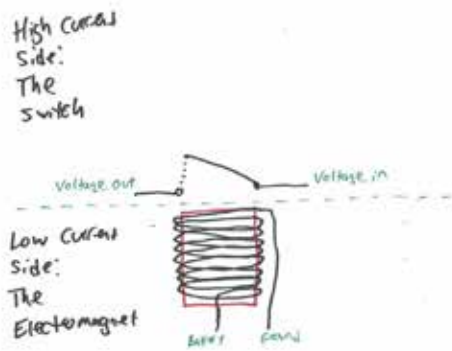
- > Terminal 30 (high current) is 12V coming from the battery.

- > Terminal 87 (high current) is 12V going to the device you want to turn on.

- > Terminal 86 (low current) is 12V coming from the switch or sensor turning on the relay.

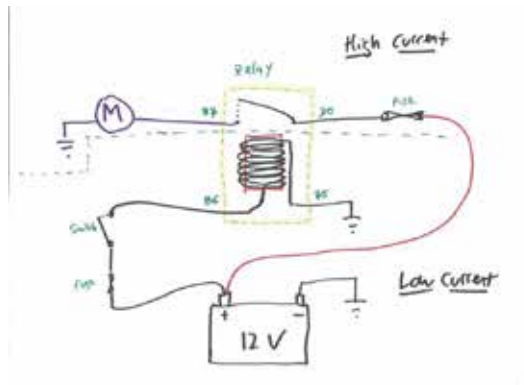
- > Terminal 85 (low current) goes to ground.

As per the sketch below, for a fan motor labeled as "M," when you apply 12V to terminal 86, it goes to ground through 85 and energizes the electromagnet,



which pulls the relay's internal contacts together. That connects 30 to 87, allowing 12V to flow to the fan motor. Since the other leg of the fan motor is grounded, that turns on the fan. While there are other, more complicated relays that turn on one device while they switch another one off, this example contains 95 percent of what you need to know about relays. They are simple, elegant, and actually quite beautiful things.

As I was preparing to drive my recently-resurrected 1975 BMW on a 2000-mile trip, I found that the car's headlights were barely working. Bertha had no low beams and only one high beam. This was odd, as the car was fine when I put it away last December.



First, let me say that even though I wrote an automotive electrical book, I hate looking at wiring diagrams just as much as everyone else does. In addition to it being just plain hard and causing your brain to hurt, with old cars the problem is compounded by the fact that the diagrams were originally on paper, and even if you find them online, blowing them up bigger doesn't help the clarity. So, most of the time when I do troubleshoot electrical problems on vintage cars, I try ignoring the diagrams and instead do four things. First, I wire the device directly to the battery and see if it turns on; second, I test whether power is present at the device; third, I verify the integrity of the grounds; and fourth, I test the relays if they're present in the circuit.

To fix the headlights, I needed to do all of those things. The right bulb was the one with no high beam. After verifying that no fuses were blown, I used a multimeter set to measure voltage and verified on the working left bulb which of the three terminals on the connector was the high beam. I then tested this terminal on the connector for the right bulb and found that it did, in fact, have voltage

on it, indicating that the bulb was bad. Just to be certain, I broke out a pair of test wires with alligator clips at one end and spade connectors at the other. I stretched them between the battery and the right headlight, connected them to ground and to the high beam terminal, and determined beyond a shadow of a doubt that the high beam filament in this bulb was indeed dead. I swapped in another bulb, and voilà, working high beams.

Next was the low beams. I tested them the same way. The bulbs worked when wired directly to the battery, but there was no voltage on the connector. It was time to check the relays.

As I mentioned above, relays use low current to switch on high current. The advantage of this is that it makes it so the manufacturer (or you) only needs to run thick heavy-gauge wire between the device and the battery, not all the way to the switch turning the device on. Vintage cars initially used relays for ultra-high current devices like the starter and other beefy electric motors, but at some point in the 1970s, when lighting in cars became better and thus drew more current, more and more cars began incorporating headlight relays. Without relays, if the car had high-watt headlights and a stalk-mounted low/high beam switch, thick wires would have to run all the way up the steering column, to the inside of that switch, and back down to the lights. Instead, thin wire can run to the 86 and 85 terminals of the relay, and thick wire can run only from the battery to 30 and then from 87 to the headlights. My BMW was, I believe, the first model that had both a high beam and a low beam relay. Since I'd determined that the low beams in the headlights themselves worked, the fact that they didn't turn on could be in the low/high beam stalk, the relay, or the wiring.

I swapped in a spare stalk and tested the low/high flasher. It still didn't work. Of course, it was possible the spare one was bad as well, but if that was the case, I'd find out soon enough.



Next was the relay. In this car, there are three identical relays sitting next to each other (high beam, low beam, and horn). I swapped the

low and high beam relays. There was no change, indicating that the problem was not in the relay.

Still, to be certain, I tested the relay. You do this by running a wire from battery positive to terminal 86, touching a ground wire on and off from battery negative to 85, and listening for the relay clicking as the electromagnet energizes. If it clicks, you then use a multimeter set to measure resistance between 87 and 30 to confirm that the electromagnet pulling the relay contacts is closed. When the relay clicks,

the resistance should drop to near zero (less than an ohm). Note that if the internal contacts are corroded—so they touch but can't support a large amperage load across them—it is possible for a relay to pass this test yet still not function correctly. Because I'd also swapped relays, however, I thought this was unlikely.

Even though these relays are old enough that they're round instead of the now-standard ice-cube-size, you can see the DIN standard relay numbers on the underside.

Damn. Well, it's not one of the trivial things. Next, I had to roll up my sleeves.

Part of the beauty of the standardization of relays is that you can do a lot of testing without knowing the details of the wiring. Typically, the relay numbers are printed on the underside of the relay but not on the socket, so it pays to take a piece of paper and draw the relay pins on it and label them, making sure to flip the labels around since you're looking at the socket from the top and at the relay from the bottom.



Terminal 30 on the relay socket has to be hot. I checked it with the multimeter, and it was. Since all that a relay does is connect 30 to 87, you can do that yourself with a jumper wire. This is often referred to as "bypassing the relay,"

and is useful either if the relay itself is bad, or if the wiring on the low-current side of the relay is bad. I have a short jumper with male spade connectors in the glovebox of most of the cars. I used it to jumper 30 to 87, cracked the key to ignition, turned on the light switch, and the low beams came on. This showed that there were no issues on the high-current side of the circuit (the battery and the lights) and that any problem must be on the low-current side (the stalk and the relay).

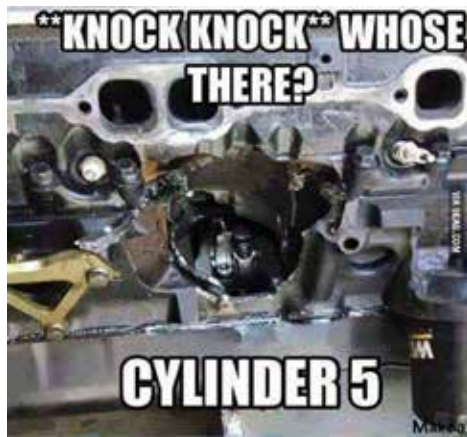
Next, I tested 86 for voltage and found it hot, even when I wasn't flicking the high/low beam switch. What this meant was that the way the circuit was wired, 86 is always powered, and flicking on the low beams completes the ground connections to 85. This isn't unusual; it's quite common for relays to be switched on by completing a ground connection instead of toggling power.

I put the relay back in the socket but stood it off far enough that I could still touch a wire to the 85-ground terminal. I touched the other end of the wire to ground, and the low beams switched on. Bingo. Bad ground.

But then when I removed the temporary wire, the low beams stayed on. I played with it, turning the headlights on and off. They worked for several iterations, until they quit.

Dirty ground? Could be.

**YOU NEED YOUR HEAD**



I looked at the grounding point near the relay and noticed something. I'd recently installed a big set of Cibie driving lights on the car's bumper. This included wiring them with their own dedicated relay, which requires a ground path. I unscrewed the 10mm bolt securing the grounding rings for many of the circuits in the engine compartment to connect this new ground. Was it possible I hadn't tightened the bolt? I checked it and found it snug. OK, not that.

I undid the ground connection and inspected the stack of ring terminals. I remembered cleaning the corrosion off them when I installed the driving lights, but when I checked them, they weren't as shiny as I would've liked. I broke out the file, got them and the attachment point on the body nice and bright, and put it all back together. I had some trepidation as I switched on the low beams, because if this didn't fix it, some actual work would be necessary.

Success!

So, remember: Wiring diagrams are your enemy. Relays, and their DIN-standard numbering, are your friends. Connect 87 to 30 to bypass the relay, then test the relay, the source of power to 86, and the connection to ground on 85. It's usually one of those things. ★



Gail Perry 1963-2019

Last week we lost a friend and fellow CCM Member. Gail served as our Membership Coordinator for a year and a half, ultimately losing her 3-year battle with cancer.

She was always a Mopar girl- her first car was a 1969 Polara CHP Special, and boy did she learn to love that speed. After a brief stint in a F\*\*\* she came back to us in a K-car. Though she wound up in a Honda, she loved to borrow my Ram Chargers.

Gail was seriously into theater. She volunteered for over 15 years at Music Circus Theatre downtown, as a costume dresser where she was well loved and appreciated by many. The Music Circus management has dedicated a seat, and a performance to her. She loved theater in any form, from chasing "The Scarlet Pimpernel" across the country, to hanging around the London theaters waiting for cheap (affordable now-a-days) tickets. Gail also did her own acting in several productions locally in Sacramento.

Gail was also a repository for trivia, quoting rare, obscure facts off the cuff any time called upon. I always thought she would make a great tour guide at some historical site. She loved reading and never left a book unread.

Gail leaves her cat Joey, Mark her brother, nieces and nephews behind as she goes to her reward. We'll miss you Gail.





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**REGISTRATION NOT YET AVAILABLE**

**FALL FLING XXIV**  
OCTOBER 26, 2019

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**HOT AUGUST BITES**

AUGUST 11TH

ROAMIN' ANGELS CAR CLUB PRESENTS  
**20th Anniversary**  
Cruisin' The Pines  
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Sept. 7-8  
NEVADA COUNTY FAIRGROUNDS IN GRASS VALLEY, CALIFORNIA

**This Year's Dates:**  
Sept. 6, 7 & 8, 2019

General Admission:  
\$5 - weekend admission,  
with kids under 12 free  
with adult,  
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The 20th Annual Roamin' Angels Car Club's Car Show will be revving into shape for 2019 and we hope it will once again be one of the best classic car shows in Northern California. Check

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AUG Marysville Elks Lodge Annual Car Show

Saturday, August 3, 2019 at 7:00 AM - 2:00 PM PDT

out what's **New This Year** and the all time favorites all held at the beautiful Nevada County Fairgrounds in Grass Valley, California.

YOUR BRAINS ARE IN IT



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

July	7/7/19	Stockton Swap Meet	Stockton Fair Grounds 6-3
	7/12/19	Auburn Cruise Night	Lincoln Way, 5-9pm 1972 & older
August	8/3/19	Marysville Elks Car Show	Marysville Elk's Lodge 7-2
	8/6 - 11/19	Hot August Nights	Reno NV
	8/10/19	Hot August Bites	Rusch Park Citrus Heights 9-2
September	TBD	<b>CAM Car Club Cavalcade</b>	<b>Calif Auto Museum</b>
	9/6 - 9/8/2019	Roamin' Angels Car Show	Grass Valley, NV CoFairgrounds
	9/7/19	<b>Mopar Muscle Car Shoot Out</b>	<b>Sacramento Raceway</b>
	9/15/19	<b>Mopar Picnic</b>	<b>Carmichael Park</b>
	TBD	<b>Poker Run</b>	<b>Somewhere with wineries</b>
October	10/12/19	Sacramento Swap Meet	Cal Expo \$12 (+\$10 parking)
November	11/24/19	<b>CAM Tree Trimming</b>	<b>Calif Auto Museum</b>
December	12/2/19	<b>Shriner's Hospital Toy Drive</b>	<b>9am Meeting Location TBA</b>
	12/8/19	<b>Mopar Holiday Party</b>	<b>Carmichael Elks Club</b>



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**Happy Independence Day !!**



The Capital City Mopars is a proud member of the Association of California Car Clubs and the California Automobile Museum.



SACRAMENTO, CA

**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 appreciated.*

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### 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 everyone must work at the annual car show.

### The Lunch Bunch

Several CCM Members have been meeting for lunch at various locations in town, on the last Wednesday of the month - next one will be July 31. They call themselves "The Lunch Bunch". This is an open invitation for anyone interested in attending. Time is usually 11am. John Riordan is the organizer and you can call him at 415-823-7009 to get on the list.

John will call a few days before each to let you know to what restaurant the group will be going.

### Donate Raffle Prizes

Got any items that you don't need? Something you bought and never used, or won at a previous raffle? Consider donating them to the Club, as raffle prizes for the General Meeting or the annual Car Show.

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

**Note:** Complimentary car club member passes to the California Auto 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!

## Next Meeting

Tuesday July 2

7:00 pm

California Auto Museum

2220 Front Street, Sacramento