



NEWS

Volume 29 Issue 6

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

June 2021

Upcoming Events

- **CCM General Meeting**
Tuesday June 1
Carmichael Elks
- **Bunch Brunch?**
Sunday June 6,
10:30am
Crickets Country Kitchen
4745 Auburn Blvd
- **CCM Board Meeting**
Tuesday June 15
- **The Lunch Bunch**
Wednesday June 30,
TBA
- **CCM Patriot Day with the Elks**
Saturday
September 11, 2021

As California is slowly moving out of the Covid-19 pandemic, we're carefully re-starting Club events, with a General Meeting this month, planning for the newly scheduled Car Show, to take place in September.

We're not yet completely in the clear, so please watch the CCM Newsletter and website for future announcements.

When you join us, please understand we all still need to feel safe, so remember your precautions.

If you don't feel you can come out yet, please do stay in touch with your fellow CCM members by phone, e-mail, text.



Saturday September 11, 2021 • gate opens 8am
formerly Mopar Day in the Park -- CCM's 27th Annual Show!!

New Location: Carmichael Elks Lodge -- 5631 Cypress Av.

Spectators are FREE!

Everyone is Welcome!

Car Show

\$30 pre-registered
\$40 at the gate

No participant judging!
21 classes

Swap Meet

\$30 for 1 space
\$50 for 2 spaces

Car Corral

\$25 per vehicle

more info & entry forms at
CapitalCityMopars.com

or call
408.797.6827

or
916.956.8863

www.capitalcitymopars.com



Capital City Mopars General Meeting – May 4, 2021

Meeting called to order at: 6:05pm

General meeting was held at Carmichael Elks Lodge, in the parking lot to meet, announce and see the new venue for the 2021 CCM Patriot Day with the Elks Car Show,

Attendance: 26 including Board and Staff

Members missing: Richard Teerlink, Anthony Garcia, Steve Archer, Horace Tutt

Secretary: Due to COVID, the last general meeting was March of 2020; there were no minutes to read.

Treasurer Report-Norm

General	\$ 704.39
Car Show:	\$ 800.00
Cash Box	\$ 100.00
Total:	\$ 1,604.39

Newsletter Mark – Newsletter has been sent out, and working on the current newsletter.

Membership Richard – Absent

Webmaster Anthony– Absent

Competition Mike–No report

Car Show Bob Severin – Working on it. The Elks Lodge venue was discussed and members took measurements of fields to begin planning stages of the layout for the event. The first registration for show was received.

Overkill Performance has sent \$500 for sponsorship. Hasties Gravel to mail a check. Hoblitt will donate a TV for raffle, also \$500, and goodie bags. Elk Grove Dodge needs paperwork to request donations.

Bob Severin and wife Cathy, were with Mopar Alley Club and CA Chrysler Products Club for many years, and will get Mopar Alley people to help us with our show.

Judging of car on show day is to be determined.

Mark Perry will do a list of Preregistered cars on an Excel spreadsheet.

Old Business (Bob):

- 1- The CAM museum is open on a limited schedule, with only volunteers, no staff.
- 2- Maxwell car show is a go, May 15. 8 members will caravan to this event.

New Business (Bob):

- 1- Membership renewals are running late. Please send in your updated app and check as soon as you can.
- 2- The Board of Directors has continued to meet to keep club business up to date.
- 3- Regular Club meeting will resume as soon as we can.
- 4- Dave Planer was voted to receive Life Member status effective Jan. 1, 2021. Life Membership pays no dues, and is typically given after 20 years of membership with CCM.

Announcements:

- 1- We are somewhat optimistic about the second half of 2021.
- 2- Mopar Patriot Day with the Elks – September 11, 2021.
- 3- Shriners toy run – collecting all year

Capital City Mopars Board Meeting – May 20, 2021

OFFICERS

President – Bob Berry
 Vice President – Mike Allen
 Secretary - Cindy Lenz
 Treasurer – Norm Benedict

DIRECTORS

Car Show
 Newsletter
 Membership
 Activities
 Web Master
 Member

Roll Call: Meeting was held at Carmichael Elks Lodge, parking lot
 Call to order: 7:12pm

Minutes: Cindy read Minutes from April board meeting

Reports: **Treasurer** – Norm reported Ending balance in accounts \$2,754.39.

<u>Ending Balance</u>	
\$ 424.39	Checking
\$ 2,230.00	Car Show
\$ 100.00	Cash Box
\$ 2,754.39	Total

<u>Income</u>	
\$ 330.00	Car show entries
\$1,000.00	Major Sponsor
\$ 100.00	Class Sponsor

<u>Expenses</u>	
\$280.00	Storage Unit

Newsletter – Mark- Working on next month's newsletter.

Membership – Bob is working on status of membership.

Webmaster – Anthony- Car show flier and application on CCM website and Instagram. Info needs to be put on Facebook.

Activities – John- Lunch bunch will be May 26 at Golden Corral. Brunch TBD. Anthony has a cousin that has a winery possible events.

Car Show – Bob Severin and open discussions- 21 cars preregistered. Folsom Dodge was approached for sponsorship.

Business:

1. Maxwell Car Show; 10 CCM cars attended, the show had more cars than expected, a great turnout and fun.
2. 27 Annual Car show set for Sept. 11, 2021
3. Next general meeting – Tuesday, June 1 – 7pm Carmichael Elks parking lot
4. Members need to collect raffle prize for car show
5. Car show Goodie bags and supplies will be sent to Mark's house

Here's a few interesting websites to check out:

<https://www.ramforumz.com>

<https://www.reddit.com/r/mopar>

https://www.reddit.com/r/ram_trucks

<https://www.reddit.com/r/Ramcharger>

<https://www.reddit.com/r/Dodge>

<https://www.reddit.com/r/dodgechallenger>

<https://www.reddit.com/r/MoparOrNoCar>

<https://www.reddit.com/r/mopar>

<https://www.reddit.com/r/MoparMarket>

https://www.jimsautoparts.com/nos_truck_parts.htm

<https://www.lmctruck.com/dodge>

<http://www.moparts.org/index.html>

<https://www.motales.com/i/parts.php>

POWER WAGON

The original, tough, military-grade Dodge Power Wagon

courtesy David Zatz, stellpower.com

The Dodge brothers generally didn't make trucks; they made cars, and the Graham brothers turned some of them into trucks. Chrysler, acquiring both companies, focused on Dodge for the truck market, which was still too small for more than one corporate brand (Fargo, the Plymouth truck division, was relegated to export duty).

Dodge made four wheel drive trucks for the Army starting in 1934, stepping

up its game for World War II when the United States started building up its fleet. General Patton preferred the Dodge trucks to any others, demanding all the Dodges he could get for his Red Ball Express.

After the war, former soldiers wanted to buy durable Dodge trucks for farm, forest, mine, and such; Dodge responded by selling civilian versions of their wartime trucks. One of those was their one-ton truck, internally dubbed "Farm Utility Truck" in 1945; in January 1946, when Automotive Industries announced it, the new name was "WDX General Purpose Truck." That was downrated to the even blander "General Purpose, One Ton Truck" briefly; but, finally, in March 1946, Dodge started to call it the Power Wagon.

The Power Wagon started and ended as a one-ton pickup powered by a flat-head six-cylinder engine, using a 1939 pre-war cab (also used on wartime trucks and the light-duty 1946-47 Dodges). The cab's floor was apparently all that had to be modified, to avoid hitting the transmission. Wheel mud guards were standard for the time, across automakers, because they

were more effective than modern, rounded fenders. Front styling was altered from the main wartime fleet to a design adapted from a heavier-duty Dodge truck exported to China, which also inspired Chinese "Red Army" trucks. The beds, with their black-painted wood and steel skid strips, were taken from the 1939 Job-Rated pickup series, and were kept to the very end.

Dodge itself reported, "We styled its appearance to be pleasing, but with rugged design points to showcase the driving units, such as the engine, clutch, transmission, transfer case, front and rear driving axles, which all remain the same as were introduced on the military versions."

At first, engineers tried using the standard one-ton box, but they felt the low sides and overall shape was wrong; so they created a unique box, at least four feet wide through its length, and four and a half feet wide away from the wheelwells. The walls were higher than usual, with 20 inches of depth; it was eight feet long, but if more length was needed, the tailgate had a center support to deal with a hefty weight load. Other Dodge pickups of the day maxed out with seven-and-a-half foot long cargo boxes, and even the nine foot pre-war box was narrower and shallower. The truck boasted a gross vehicle weight rating (GVWR) of 8700 lb and a payload of 3000 lb.

The 1946 model had a 230 cubic inch flat-head six-cylinder engine with compression of just 6.7:1, producing 94 gross horsepower at 3,200 rpm with 185 pound-feet of torque, measured at 1,200 rpm. Despite the size and weight of the truck, only a single Stromberg downdraft carburetor was available, possibly to simplify the governor. Bore was 3 1/4 inches, and stroke was 4.625 inches. The flat-head engine was actually more powerful than many competitors, and it was durable and inexpensive to repair. It was also built up from car-engine standards, with items such as chrome piston rings, stellite sodium valves, and valve rotators. Electricals were on the

6-volt standard for many years.

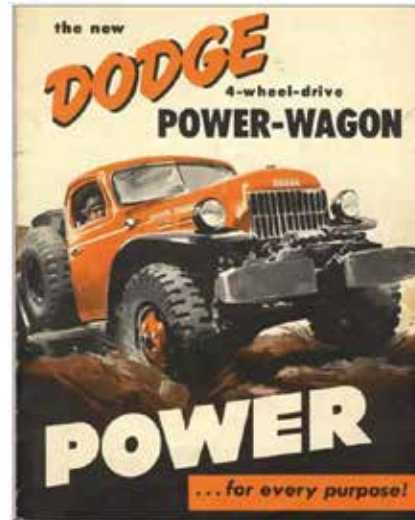
The power takeoff was mounted on the left side of the transmission, operating at 61% of engine speed (47% of engine speed when going in the opposite direction), and was controlled from a lever in the cab. When using the power takeoff, the engine could be set to stay at a particular speed using an optional mechanical governor, driven from

a pulley on the water pump shaft, with the speed set in the cab.

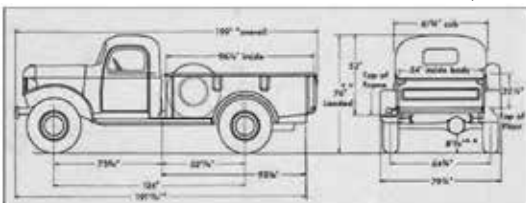
Four-way drum brakes had 14.5 x 1.75 linings covering 210 square inches; the handbrake operated a common drum at the back of the transfer case, with 48 square inches of lining area. The clutch was a single-plate design with a 10-inch disc and pre-lubricated ball release bearing. Springs were semi-elliptical, front and rear, with 11 leaves up front and 14 in rear. The axles were "banjo style," with a full-floating hypoid design.

A Fargo version was exported, mainly to Canada, under the same name. As late as 1978, indeed, the Dodge, Fargo, and DeSoto Power Wagon was being shipped to foreign lands. Israel made their own version, under license. All Power Wagons were made in Warren, Michigan, at the "Dodge City" truck complex.

The Power Wagon was the jack of all trades of industrial equipment; highly mobile, it could go just about anywhere, while the optional front and rear power takeoffs and, eventually, a power rear lift made it useful in any number of fields. For forestry, the power takeoff could power a winch or heavy-duty saw; while the lift helped with dragging trees. Around the farm,

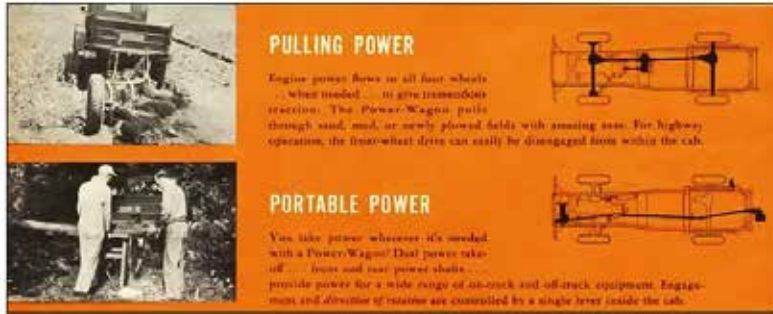


Military predecessor of the Power Wagon.



the truck could double as a tractor and portable power source, operating pumps or diggers as needed. Utilities could use it to operate post-hole diggers and then to install poles. They were mildly popular as fire trucks, and were used in

7,500-pound capacity model with 250 feet of cable and a safety brake (winches were powered by the power takeoff unit). The engineers also swapped in a four-blade radiator fan, instead of the old six-blade.



One new option, presumably based on customer input, was a 500-pound-capacity hydraulic lift for loading accessories; the control lever was in the cab, and it was powered by

hydraulic lines from the front of the truck, with

used earlier. A new heavy duty option added 1,600-pound front and 3,000-pound capacity rear springs.

For 1952, Chrysler switched to a new carburetor, with a new governor style; and in 1953 and 1954, they increased compression to match improved fuels, going to 7.0:1 in 1953 and 7.25:1 in 1954. The 1954 models also had a new version of the 230 cubic inch flat-head six, with a re-engineered manifold and longer-duration camshaft, which added five horsepower (bringing the engine to 99) at the same revolutions. The GVWR remained the same, 8700 lb; the base price was now \$2,307, around \$900 more than a typical half-ton rear-drive pickup of the day; production hit 5,601 for the year, topping the 1946-48 combined production.

numerous industries for all sorts of purposes; in later years, they faced stiff competition, though, from custom-designed vehicles, though they stayed popular in forestry.

The base price in 1946 was \$1,627; by comparison, a one-ton WF21

Dodge pickup ran just \$1,115 with a nine-foot bed. Dodge sold just 5,450 Power Wagons in the first three years (1946 through 1948). There were no other mass-produced 4x4 pickup; the old Jeffery Quad had been made in small numbers by small teams. The Willys 4T did join the Power Wagon around a year after it started production, but it took other automakers a decade to catch up.

The 1947 Power Wagon added electric wipers and a 10,000-pound winch, along with little driver luxuries—a sun visor and armrest for the driver, and a dome light and heater. In 1949, Dodge switched transmissions to a heavy-duty spur-gear four-speed, still manually shifted; and in 1950, the winch was changed to a

Its development ranges from the battlefield to the fields of peace!

During World War II, the army needed an entirely new kind of truck . . . a truck that would have tremendous pulling power and stamina . . . a truck that would take water, sand and hub-deep mud in its stride . . . a truck that could winch itself out of the most difficult terrain.

Dodge designed and built such a truck. It was proved . . . first in tough army tests . . . then on battle fronts all over the world.

This was the truck that GI's wrote home about . . . the truck that just wouldn't quit!

When the war was over, Dodge redesigned its famed army truck for peacetime use. The result was the Dodge Power-Wagon—a rugged, "go-anywhere" powerhouse on wheels.

Today thousands of Dodge Power-Wagons are providing economical, dependable power on hundreds of different jobs.

Study this folder carefully. It may show you how you can do a difficult job more easily, more effectively and more profitably . . . with a sturdy Dodge Power-Wagon!



a control valve in front of the radiator. Four new attaching points for equipment also made it easier to use Power Wagons for work.

By 1950, 9x16 tires on 16x6.50 wheels were optional; both setups used mud-and-snow tires. Colors for this year were red, blue, green, black, yellow, and gray; the 5.83:1 axle was standard, but a 4.89:1 axle was optional.

For 1951, Dodge made numerous changes, modernizing the Power Wagon and applying lessons learned from other vehicles to it. Changes included a new bed, higher axle capacities, rubber mounts for the engine, cab, and box, a revised transfer case mount which improved the angle with the propellor shaft, spark plug covers to ward off the elements, a higher-flow fuel pump, and Cyclebond tapered brake linings; they also started anodizing the brake cylinders. Axles were now rated at 3,750 lb (front) and 6,500 lb (rear). Finally, the company finally switched to civilian-style instruments, from the military parts

12-volt electricals and higher compression (7.6:1) arrived in 1956, along with long-awaited power steering. The base price was now \$2,499. For 1957, Dodge added power brakes and changed the starter from a key-and-button setup to key actuation. During this period, the mid-1950s, automakers were realizing

that some of the styling and "luxury" trends of cars might also help truck sales; certainly, power brakes and steering made the Power Wagon an easier car to drive.

Coinciding with these additions, Dodge chose to dilute the Power Wagon name by using it for vehicles based on its standard V8 pickup trucks, starting in 1957; it would use the name on both groups of trucks until 1980. While some might wonder about the decision, Chrysler tended to play with name like that, creating "plain" 300



cars when the 300 "letter cars" (300B, 300C, etc.) garnered a positive reputation, or making tame Furies when the

hot Fury specialty car was a hit.

Changes to the Power Wagon slowed after 1957, not surprising given the niche sales. 1958 Power Wagon buyers could order a 10,000 pound winch again, and a Leece-Neville alternator, with more



David Zatz for Mopower.com

power than a generator, joined the option list; these were particularly popular for police and fire use. The 1961 Power Wagon acknowledged new expectations in engine power by swapping in a 251 cubic inch flat-head six (the company's slant six, released for 1960, was never sold with the Power Wagons). For 1961, too, Chrysler's own alternator, now in its second year, replaced the Leece-Neville model and the generator alike; it was standard on the truck.

The Power Wagon was otherwise unchanged, the truck was apparently dubbed WM300 "Military Type" for 1963 in marketing materials (it would alter resurface as the Power Wagon); other pickups now had a special version of the slant six, but Power Wagons remained on the flat-head standard. That was the last major change until 1967, when a dual master cylinder was finally added as a safety measure, long after it was on cars; the Power Wagon name had also returned.

The final year for U.S.-sale Power Wagons was 1968; the "military style" Power Wagon was not included in brochures. The Dodge W300 4×4 one-ton pickup (again, also dubbed "Power Wagon") started at \$3,649, while the WM300 Series Power Wagon started at \$4,295, a premium of \$646—or 15% of the total

price. The truck still had a four-speed manual transmission, with a 5.83:1 axle ratio. Wheels remained at 16 x 6.5 inches, while the W300 (one-ton 4×4) had 19.5 x 5.25 wheels, taller but narrower. The company made 2,461 Power Wagons, not including military vehicles (4,419 including military trucks).

The U.S. Forest Services had asked for an EPA exemption for the Power Wagon alone; but, given its inability to conform to pretty much any emissions rules, the ancient truck did not get one. The low sales could not justify moving to the slant six, and the cost of getting the ancient flat-head engines to pass emissions would be too high. The company had only sold 95,145 Power Wagons in the United States during their entire run, or around 4,200 per year; perhaps modernizing it just a little would have helped. Perhaps including it in truck brochures would have helped, too.

Either way, it was the end of the road—in the United States.

Dodge kept on building WM300 Power Wagons for export, all the way to 1978, making whatever changes were needed (mainly determined by what parts were made for other vehicles); and then the last of the World War II-based pickups passed into history.

The name would live on, in regular 4×4 Dodge pickups, for a while; and then it would be reborn, in the 21st century, emblazoned on a heavy duty Dodge pickup with four wheel drive and stunning off-road capability. Once again, the Power Wagon lives up to the name—but the original remains something unique. ★



Dodge Challenger Awarded Barrett-Jackson's Best

courtesy Dodge Garage

This custom 1970 Dodge Challenger was given the "Ultimate Best in Show" cup title at Barrett-Jackson Scottsdale last weekend. But not just for its good looks or the fact that it's capable of a staggering 2,000 HP. See what else made this build a winner.

Sponsored by eBay Motors, the Barrett-Jackson Cup hosted a field of 50 vehicles whose builders competed for a \$10,000 top prize and a trophy. More than 25,000 fans cast votes for the five finalists, which were chosen by company chief executive Craig Jackson and president Steve Davis, along with auto-company representatives, with the top vote-getter winning the Ultimate Best of Show.

Besides the winning Challenger, the finalists were fully customized examples of a 1932 Ford Tudor, a 1955 Chevrolet Bel Air, a 1963 Chevrolet Bel Air Wagon and a 1970 Ford F-100 pickup.

"Congratulations to every builder who was a part of

this year's Barrett-Jackson Cup," Jackson said. "Each vehicle in this year's elite competition raised the bar for custom automotive design and engineering.

"The ability for these craftsmen to shape their vision into reality and connect with so many enthusiasts is truly unprecedented. That popularity was evident by the record number of fans around the world who cast



votes daily for their top choice."

The Challenger arrived in Scottsdale all the way from Australia, where it was built by Rides by Kam and is owned by Robert Zahabi, both of Queensland. "Powered by a massive 572cid (9.4-liter) big-block Hemi engine fitted with an F-3R ProCharger capable of producing 2,000 horsepower," according to a

Barrett-Jackson news release. "All that power is routed through a Tremec 6-speed manual transmission.

"The all-steel body was completely custom-fabricated and finished in PPG Slanted Brown paint. The car sits on a Roadster Shop chassis and features a fully independent rear suspension.

"For stopping power, the Challenger uses a set of Baer brakes, and grips the road with 20×8-inch wheels up front and 20×15-inch out back. The car features a hand-built interior and has custom billet machined headlights, taillights and grille."

The Barrett-Jackson Cup competition was held for three years during the now-discontinued Reno, Nevada, auction that ended in 2015.

It resumed this year, although originally was set to take place during the 50th annual Arizona auction in January, which was pushed back to this month because of pandemic restrictions.

[ed. note: Not much Challenger left after all those mods!]



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

date	event	location	more info / contact	
<i>Our 2021 Event Schedule is starting to open up, but still ... Stay safe</i>				
June 1	CCM General Meeting	Carmichael Elks Club	Bob or Norm confirmed	
June 6	CCM Bunch Brunch?	Crickets Country Kitchen 4745 Auburn Blvd	Bob Berry confirmed	
June 15	CCM Board Meeting	Carmichael Elks Club	Bob or Norm confirmed	
June 30	CCM Lunch Bunch	TBA	John Riordan	
September 11	Mopar Patriot with the Elks 27	Carmichael Elks Club	Bob or Norm or Bob confirmed	
September 24-25	Mopar Muscle-Car Shootout	Sacramento Raceway	Randy Pike confirmed	

MOPAR SHOOTOUT SACRAMENTO CAR SHOW SWAP MEET

CEM RACING

GOODGUYS
America's Favorite Car Show

June 05
Saturday
June 05 to June 06, 2021

5th Annual LOUIE LUAU CAR SHOW

Saturday, June 12
El Tapatio Restaurant
5637 Sunrise, Citrus Heights

Car Setup/Register 7-9:45am
Show Hours 10am-2:30pm
Cars & Truck & Motorcycles!
COOL Raffles - 50/50 Raffle - Vendor Booths
LUAU DANCERS!!
Great Food!! Oldies & Luau Music
Help Support Kars for Kids with Donations like -
Dry Foods-Can Goods-Snack Foods-Juices
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Filed us on Facebook - Kars for Kids Car Show
For more info or questions, please contact:
Mary Gromer 916-335-8566 Email - teastoodie@yahoo.com

RODS & MODS

20 TROPHIES

RAFFLE PRIZES

Drive in
Cruise night
Sat June 12th 2021
At west wind drive in

All vehicles welcome

BRING THE FAMILY!

CAR SHOW 3PM
AWARDS AT 5:30PM
MOVIE STARTS AT 8:45PM

car show registration \$10.00
Drive in admission \$8.50 per person

JUNE 19 2021

1-8pm
All Ages Spectators FREE

DAD'S Nostalgic Car Show & Music Festival
SIX AWARDS!

THE HORY JUSTICE TRIO
JOHNNY AND JAILENE
KYLE HOWLAND AND TODD MORGAN
TONY T. AND THE PENDLETONS
THE WENZDAZE

Pin Up Contest by Mexabilly!

CAR, Vendor Registration & VIP TABLES at Brown Paper Tickets!

BEER NOTE BREWING 150 DEAD CAT ALE, WOODLAND CA 95695

DREAMS DRIVERS

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SUNDAY • JUNE 27, 2021 • 11AM-4PM
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Pre-Register \$25
Day of Meet \$30
Bring Donations

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Vendor Booths

Fundraiser Help Support Our Mission for 2020 "Shoebox for a Soldier" Pack a Shoebox with Items A Soldier will love and need

FREEDOM isn't free

2nd Annual CAR SHOW

El Tapatio
5637 Sunrise Blvd.
in Citrus Heights

Dine-In or Takeout
Car Setup @7am
Hours - 9am-1:30pm
Lots of Parking!

Pre-Register \$25
Day of Meet \$30
Bring Donations

Trophies
GREAT Raffles
50/50 Raffle
Great Food
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Vendor Booths

Fundraiser Help Support Our Mission for 2020 "Shoebox for a Soldier" Pack a Shoebox with Items A Soldier will love and need

For more info call Mary Gromer 916-335-8566 Email - teastoodie@yahoo.com

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Jeepster Beach Concept



Jeep® Wrangler Magneto Concept



Jeep® Top Dog Concept



Jeep® Red Bare Concept



Jeep® Farout Concept



Jeep® Orange Peelz Concept



Jeep® Gladiator Top Dog concept vehicle b-roll



Jeep® Gladiator Top Dog concept details



Mopar Bed Step on Ram 1500 with Multifunction Tailgate



Get Ready: Order Your 2021 Dodge Challenger Mopar Drag Pak



Happy HEMI Day



Mopar Jeep® Wrangler JPP 20 Reveal | Full Program

DMV Help Line (916) 657-6560



CCM Meeting
Tuesday, June 1 • Carmichael Elks Club, 5631 Cypress Avenue, Carmichael
meeting will be outdoors, bring a chair and a jacket (no BBQ, sorry)

Mopar XXXVII

Mopar Patriot Day with the Elks
Saturday September 11, 2021