



NEWS

Volume 30 Issue 5

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

May 2022

Member: Association of California Car Clubs and California Automobile Museum

Upcoming Club Events

- **CCM General Meeting**
Tuesday May 3, 7pm sharp
CA Auto Museum
Slide Show by Greg Kern
- **ACCC Lunch**
Thursday May 12, CAM
- **CCM Board Meeting**
Tuesday May 17
- **Maxwell Car Show**
Saturday May 21
- **The Lunch Bunch**
Wednesday May 25, tba
- **CCM General Meeting**
Tuesday June 7, 7pm sharp
CA Auto Museum
- **CCM Autumn Classic Car Show**
Saturday October 1
Carmichael Elks
- See page 6 for more

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Last Month, Next Month
The 1938 Plymouth RoadKing
CCM Social Roster

CAP CITY MOPARS AT THE NATIONAL AUTO MUSEUM

On Saturday April 2nd, approximately 15 members and family of the Capitol City Mopar Club took a road trip to the National Automobile Museum in Reno Nevada. Some of the members caravanned up hiway 80 from a starting point in Rocklin, and few others joined the group along the way or met us at the museum.

The museum was kind enough to offer the Club a discounted entrance fee and provide a dedicated docent who gave a very informative tour. A special thanks to our docent Jeff, who is a friend of the Capitol City Mopar Club. (If he looked familiar, he assisted with parking detail during a couple of our Mopar Day in the Park shows in Hagen Park.)

I believe that the club members enjoyed the museum and were able to find cars that either brought back fond memories, or marveled on the advancements of the automobile over the past 100 years. Whether it was a Packard from the 1920's, a 1940's DeSoto taxi cab, or a Hemi powered dragster from 1975, it seemed there was always lively conversation between the Club members about the various cars we saw that day.

When we conclude our tour, many of the Club members took advantage of the discount coupon and had lunch at Bertha Miranda's restaurant located across the street from the museum.

Ed note: Thank you to Jack Porter for leading this event. He did the planning, set up the discount and the tour with the Museum, and led the drive to the Museum. Thanks to Jack, we all had a good time!

WE WON THREE TROPHIES WITH FOUR CARS AT CASA ROBLE !

After the Thursday thunderstorms the weather cleared beautifully for the Casa Roble car show on Saturday April 23. It was a near perfect day with over 200 cars of all makes and years. They also had multiple food choices for us, a few vendors and many friendly people, happy to get their cars out -- for the first time this year for some.

This annual car show is always well attended and well organized. It serves as the primary fundraiser for the Casa Auto Mechanics program. Casa is one of the few schools left with an auto program at all, mostly thanks to this show.

Judging was done by the Auto Tech students, who awarded a number of trophies, including some of them hand made by the students, out of car parts! JD took home a trophy for his Challenger, Dave Parnham got one for his "Horny Bee" Charger, and my '71 Challenger Convertible cleaned up nice enough to net me a hand-made Wankel rotary piston trophy.

We made the day perfect with a re-hash afterwards, over Leatherby's ice cream.

Ed note: Thank you to Cindy Lenz for leading this event, coordinating the meeting, and getting us there.

CCM TRIES A SQUEEZEBURGER IN BETWEEN HAILSTONES

A few of us braved the thunderclouds on Thursday, April 21, to attend Squeeze Inn's Show-n-Shine in Roseville. It turns out we were the only ones brave enough (or dumb enough?) to bring our rides out that evening, so no Show-n-Shine took place.

But we did have a very nice evening visiting, telling stories and trying to shoot mini spears into the ceiling. And the Squeeze Burgers with their cheese skirts are delicious.

Ed note: Many thanks to Dave Parnham for leading this event.

We've had a good time this month with these events. I understand a few CCM members had a good time at Spring Fling in L.A. too. Can you fill us in?

We have more exiting events planned for May and beyond - the Elk's Car Show on May 7, the always great Maxwell FREE Car Show on May 21 (planned and hosted by our own Randy Wilson), the Downtown Lincoln and Mopar Alley shows in June, and more. We're gonna try to squeeze a Poker Run in sometime in June, to revisit a few wineries and breweries from "That Rain Day Poker Run" last fall. Come out and join in for some of these, and volunteer to lead one -- you'll be glad you did!



CAPITAL CITY MOPARS GENERAL MEETING HIGHLIGHTS, April 5, 2022

Newsletter: Mark - Newsletter will be out on time, and is also on website

Membership: Richard - 60 active members, the Social Roster is out, please verify your info.

Competition: Mike - Sac Raceway has Test & Tunes, April 9 is Diesel Fest, with Dyno. April 10- Imports

Activities: John, Bob Severin- (Many events - see elsewhere in Newsletter)

Car Show: Richard - Show named "The Capital City Mopar Autumn Classic" Date, Oct. 1, 2022

Email going out to announce duties needed.

Lead needed for Preregistration and Day of Show, Reg. also Raffle. Fliers are revised and a few printed. Price for shirts TBD after artwork is final.

Sunshine Coordinator: Cindy - Announced that Ryan Durham is doing a great job on posting CCM info on social media; Encouraged members to 'Like Facebook' and 'Follow us on Instagram' There is an increase of club posts with public responding and participating.

Old Business: 1- Bob Berry presented Life Membership to Anthony & Carol Sarge

2- By-laws were discussed. It was pointed out that vote needs to be by ballot. Mark will mail ballots to all members.

3- Recap-Nat'l Auto Museum, Reno, 16 members attended, Docent was Jeff with great stories of cars. Lunch followed. Thank you, Jack Porter for the lead. Previously only 5 members attended.

4- It is great to have more events, and would like to see more classic Mopars out also.

5- CCM 30th year anniversary-Picnic July 10, tentative at Carmichael Park, members only.

New Business: April 19-Board meeting at Round Table Pizza, 2234 Sunrise. Members pay on own.

Announcements: CCM Car Show, Saturday, October 1

Discussion: John Riordan gave presentation on Vacuum Advance on the street. Members participated with questions and answers.

Open forum: Fulton Ave cruise to be announced

1953 Dodge Coronet for sale, 1969 Dart GTS- see Ryan

Greg to do a slide presentation dates TBD. Capay event was great, suggested walkie-talkies, and less speeding.

Raffle: Prizes won by many. Wear CCM logo attire or drive your Mopar, get an extra door prize ticket of each.

Adjourn: 8:38 pm



CAPITAL CITY MOPARS BOARD of DIRECTORS MEETING HIGHLIGHTS, April 19, 2022

President: - Mark, Voting of By-laws to be done by mail ballot. Minutes to be read versus sent by email. Shorten the reading and have printed copies, members also get minutes emailed to them. Vote to accept.

Life membership versus Honorary Member. Life Members are to participate in club activities. More to be discussed at next meeting.

Newsletter: Mark-Thanks to Bob Severin for the article.

Membership: Updated roster is in the newsletter.

Activities: John has a list for the newsletter.

May 27-29 Military car show & event, Bob to take pictures.

Car Show: Richard - The show will be open for CCM members to enter cars. Judging to be done by SAMC a 3rd party. Judging info to be advertised big on Social Media and CCM Website.

Prices set. This is \$5 increase of last year's fees.

\$35 Pre Reg

\$45 Day of show

\$45 Swap-1 space

\$65 Swap-2 spaces

Old Business:

1. May 17 Board Meeting same as April. Members to pay for their own meal

2. Defining jobs of Directors, Staff - Tabled

Announcements:

1. General meeting, Tuesday, May 3 @ CAM



Saturday October 1, 2022 • gate opens 8am
formerly Mopar Day in the Park -- CCM's 28th Annual Show!!

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

Spectators are FREE!

Everyone is Welcome!

Car Show

\$35 pre-registered

\$45 at the gate

Independent, unbiased judging!

24 classes

Swap Meet

\$40 for 1 space

\$60 for 2 spaces

Car Corral

\$30 per vehicle

more info & entry forms at
CapitalCityMopars.com

or call

916.942.9040

or

916.956.8863

www.capitalcitymopars.com

CCM CAR SHOW PLANNING IS UNDER WAY

Our annual car show planning is under way. We had some hiccups with dates and names, but we're going strong now.

Richard Teerlink, the 2022 Car Show Coordinator is in the process of signing up workers for each of his committees. He needs members to serve • setup and parking duty in the morning, • T-shirt and Raffle Ticket sales, • pick up and organize the trophies, • Registration in the morning, • people to go out before the show and drum up contributions, sponsor-ships and raffle prizes, • setup the day before the show, clean-up after the show, • one or 2 to announce the winners, • a couple runners during the show, • help with photography and perhaps running prints of the morning photos, • keeping the database and tallying the winners, and • judges for the Mustang show. And a few more I've forgotten. Whew!

As you remember, every CCM member agreed with their membership to work the car show. So sign up soon to be sure you get the job you want.

Judging, again this year, will be done by members of the Sac Area Mustang Club. We'll return the favor by judging their Mustang & Ford show on September 17. We'll need to make a good showing - about a dozen judges are needed. So sign up for this. It'll be fun, and a good way to learn about judging and what a car needs to place well in a show.

Speaking of the judging, we've decided, since we have unbiased judges, to allow CCM members to enter their cars in the general show, this year. We'll see how this goes, it is hoped to not only generate more fun, but also to get new members.

THE INCREDIBLE 1938 PLYMOUTH ROADKING

by Bob Severan, CCM

Our prize-winning 1938 Plymouth has been in car shows since at least 2004, has won 1st prizes, etc. Our 1938 Plymouth is our pride & joy. It is also an off-road vehicle--on the way to a joint club picnic at Mt. Madonna on Father's Day we took a slight detour and ended up in the middle of the redwood forest on a firetrail/off-road trail where we only saw Jeeps and our Plymouth 4-door sedan. Since the Plymouths were originally designed to be tough and the roads back in the 1930s were bad, Plymouths had a 20-inch diameter mud-beating wheel diameter option--20 inch wheels are nothing new.

We located our 1st prize winning 1938 Roadking Plymouth in our old neighborhood, Willow Glen, near downtown San Jose, where we lived for 42 years before escaping to Placerville. The previous owners painted it as part of the process to restore it, but left the interior with the original mohair upholstery. This car was originally assembled in California, and has never left the state ! It has almost always been garaged, and one year we took it on a 200 mile trip to Oroville for a Mother's Day car show.



Chevrolet did not provide. Plymouths were originally sold exclusively through Chrysler dealerships, offering a low-cost alternative to the upscale Chrysler-brand cars, listing the 4-door 5-passenger Touring sedan at US\$695 (\$10,968 in 2021 dollars. The logo featured a rear view of the ship Mayflower which landed at Plymouth Rock in Plymouth, Massachusetts. However, the inspiration for the Plymouth brand name came from Plymouth binder twine, produced by the Plymouth Cordage Company, also of Plymouth. The name was chosen by Joe Frazer due to the popularity of the twine among farmers. (Wikipedia info) In 1937, Plymouth (along with the other Chrysler makes) added safety features such as flat dash boards with recessed controls and the back of the front seat padded for the rear seat occupants. Los Angeles (Maywood) Assembly was a Chrysler branch assembly plant located in the City of Commerce, near Maywood in southeastern Los Angeles County, California. It was an assembly location where vehicles were shipped by railroad in "knock-down kits" from Detroit, where they were locally assembled, combined with locally sourced parts. Vehicles assembled at Maywood were largely sold in California and the Western United States. It operated from 1932 until 1971, at 5800 Eastern Avenue and Slauson Boulevard.

Driveshaft technology

Steve of South Bay Drivelines built us a new custom driveshaft. He got rid of using the old-fashioned trunion design and added a new larger diameter steel driveshaft tube with .083" wall thickness (original wall thickness was .065"). How do you straighten a driveshaft? (Don't try this at home!) Heat up one side with a flame torch and quench the other side with water

to shrink it into straightness, checking it with a gauge. You basically set it on fire and then put it out !

Ball and trunion driveshafts: the old ball and trunion driveshafts are upgraded to a modern design with conventional universal joints with excellent strength and service life. See: www.thrashdriveshaft.com/ for details and info to order a new or rebuilt driveshaft from the shop in Texas.

from the shop in Texas.

I measured from the rear end flange of my 1938 Plymouth driveshaft to the front flange of the rear end as 58" This showed Steve how long to cut the new tubing for the slip yoke. The original trunnions were a slip-fit design, so both ends could stretch or compress as needed upon suspension travel. the new flanges are welded onto the tubing after spraying it with anti-splatter for a smooth bead. It is air-cooled for 15--20 minutes or so, and balanced by welding small weights to the ends of the tubing, as needed. I don't know for sure how this works, but I don't understand how they balance tires either...

The driveshaft installs in just a few minutes with the new square/ rectangular hold patterns of the new U-Joints, instead of the old round ones. the main reason the new design is used by Steve is it is much safer than ball and trunion designs with require using a



press to install the shaft's steel pin. the pans can fly away, and after one just about took out Steve's eye he vowed to bring us Chrysler products users into the modern era--driveshaft wise with the new modern needle bearing design he added to mine. If you have a Chrysler product built up through the 1960s, I highly recommend this change to new technology. The ride is greatly improved, and vibrations are gone.

In case you didn't know:

The Plymouth automobile was introduced at Madison Square Garden on July 7, 1928. It was Chrysler Corporation's first entry in the low-priced field previously dominated by Chevrolet and Ford. Plymouths were initially priced higher than the competition, but offered standard features such as internal expanding hydraulic brakes that Ford and

After the new driveshaft is finished, the grungy looking steel tubing can be polished on a lathe with emory cloth for a nice smooth finish. I then primed and painted the steel tubing, and it has been under the Plymouth since 2004. I greased up the new U-joints with Zirc fittings. The needle bearings and flanges are press on, have clips to secure them. There are very different that the original ball and trunion u-joints that require a leather cover, and have to be re-greased by hands as often as you can. If the joints dry out and heat up the needle bearings fall out and it gets very noisy. The old ones failed often, compared to today's driveshafts...

My brother Dave and I were cruising home late at night from a rock show in San Francisco and his 1955 Plymouth had a driveshaft failure! NO PROBLEM! Dave just crawled under the car and installed a spare driveshaft he happened to carry in the trunk. Whilst he was working on the driveshaft swap a CHP cruiser rolled up and the officer asked if we needed any assistance. Dave calmly yelled out from under the car: "NO, Officer, we are just replacing the driveshaft!!!" the officer shook his head and slowly ambled back to his patrol car and drove away. Of course this was late at night or early morning when it was very dark....

Back to the 1938 Roadking! The Plymouth looks just like the 1936 or 1937 Plymouths, with just a few changes. 1937 Plymouths had the first all-steel roofs, due to new modern stamping technology, and vertical-styled grilles. The designers made the 1938 grilles longer than the 1937s, and left the rest of the car along. Lo and behold, but the 1938s were selling at only half the rate of the 1937s. 1937 was almost the best year ever for Plymouth sales at the time and sales people were unhappy. The previous year, 1937, had been a record year for most of the industry. It was not as good as the (then current) all-time record year of 1929 had been, but following the terrible years of the Great Depression, it had everyone smiling. Plymouth had built and sold a record 566,128 vehicles, surpassing the previous year's (1936) record. The 1937 sales record would stand until 1950. But what happened?

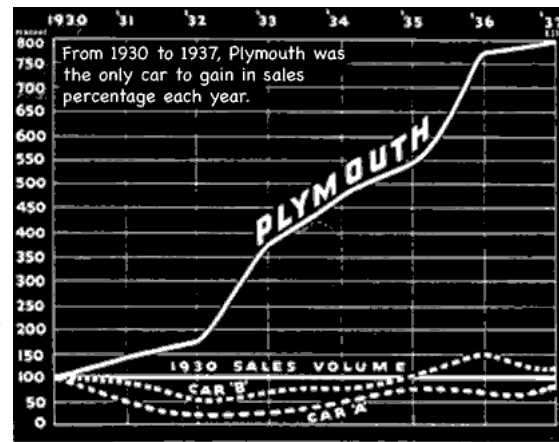
Sales for 1938 Plymouths dropped to 285,704 units (counting commercial vehicles), nearly half the 1937 figure. This was in the middle of the Great Depression, so what did the Plymouth engineers do? They "improved" the

styling of the Plymouths by moving the headlights back 4" and up 2" to improve the sales? Did it work? NO... They finally upgraded the cars in 1939 models with headlights mounted in the fenders.

The 1938 Plymouths were the first of the modern-era automobiles, with space-frames having a tunnel through the middle of the frame for the driveshaft, making for a very flat floor, a nice comfort feature for travelers my age for many people we have met over the years who remember sleeping on the floor as children! My uncle and aunt had a 1938 Plymouth they used to camp with in Yosemite and other places. Our 1938 Plymouth Roadking went to its first show at the San Jose/Berryessa Flea Market when we first bought it around the turn of the century, over 20 years ago, our first show with an antique car. I looked up and someone's ill-behaved children were walking along the running boards and opening the doors of the car! I learned to keep a closer eye on it at shows.

We used to drive the 1938 Plymouth along with Plymouth club members to the incredible Half Moon Bay Dream Machines show (with airplanes, cars, trucks, etc.) It even showed up on the cover of their brochure they used to advertise the show! We also have had it in several Bay Area parades. People would always come up and tell us their parents, themselves, or even the Hells Angels, friends or relatives used to have a 1937 or 1938 Plymouth just like it with the 4 doors, rear ones SUICIDE doors that killed people. I drove it to work at Sun Microsystems in Newark and it actually got 25 miles/gallon with its iconic 201 cubic inch flathead engine. The Chrysler Flathead six-cylinder engine series was an L-head motor that was used in Chrysler vehicles from 1953 to 1960, and later used in applications such as airport tugs, baggage handling carts and certain types of large stationary hauling machinery into the early part of the 1970s. The Chrysler Flathead was never considered to be a powerhouse, but was a good, reliable and easy-to-maintain engine that had a number of different models, some of which were used for passenger vehicles and some of which were used for trucks.

Mechanically, the '38 Jubilee Plymouth was virtually unchanged from previous years. The engine was still the tried and true L-head six displacing 201 cubic inches from a 3 1/8-inch bore



and a 4 3/8-inch stroke. With a 6.7: 1 compression ratio, it remained rated at 82 h.p. at 3600 rpm. An optional high-compression cylinder head which would have raised the horsepower to 86 was planned. Although it appeared in the Dealer's Data Book, it was dropped early in the model year.

I drive the car around 50-55 miles/hour and people are always smiling/honking/waving at us as they pass by in their new cars. As I told my youngest son Matt who didn't like that: "That's the whole point of having a car like this!" The biggest drawback to driving a 1938 or any other 6-volt lighted car is that it has tiny 1/4" filaments and it is almost impossible to see ahead when there are no other cars on the road! I have rewired the lights when the old wiring shorted out.

This was done after the gas tank developed leaks, and I had to remove it, boil it out, braze brass on to fill in the gaps, and seal it with special sealer.

YOU have NOT seen the 1938 Plymouth in action, as it has been in our Placerville garage for a while, but I just got brake parts from Moparpro in New England, for very good prices. I just found out I am missing a horizontal spring I shall order soon to get the brakes operating again and plan to have the Roadking back on the road asap...



Social Roster April 2022

Mike Allen	Elk Grove	916-207-7746	73 Dodge D100	duster@surewest.net
Bill Jr. & Josette Adams	Oakdale	209-7402-6167	39 Chrysler Windor Hayes Coupe, 61 300G, 62 300G, 69 Road Runner	Chryslerclubwest@gmail.com
Steve Archer	Sacramento	916-395-6859	69 Cuda	archerestela@gmail.com
Norman & Karen Benedict	Folsom	916-209-8318		normanb.1943@gmail.com
Robert Berry	Sacramento	916-716-9385	2013 Challenger R/T - original owner, 15 RAM	rdnrbbobberry@yahoo.com
Susan Blanchard-Dove	Rohnert Park	707-293-7060	69 B'cuda Mod Top, Original Owner	susanbl@sonic.net
Linn & Toni Bloathner	Rescue	530-676-4364	70 Superbird	linntoni@aol.com
Evelyn Busby	Stockton	209-462-1482	91 Caravan	
David Cole	Pine Ridge FL	916-690-6766	69 Sport Fury III covt	dcole8637@hotmail.com
John (JD) Debernardis	Fair Oaks	510-544-9180	2016 Challenger Scat Pack	jdzee5100@gmail.com
Ryan Durham	Sacramento	916-529-5681	67 Dodge Camper Spec Crew Cab, 75 Power Wagon Cabover, 2000 Neon, 2001 Ram 3500, 2015 Durango	dodgecumminspowerwagon@yahoo.com
Cliff & Elaine Fales	Rancho Cordova	916-635-1126	64 Dart conv, 68 Bcuda conv, 2013 300c, 2020 Challenger GT	valiant60@sbcglobal.net
Anthony Garcia	Orangevale	916-521-6169	2016 Charger R/T	wpagarcia@gmail.com
John & Gail Gerson	Folsom	916-496-9492	68 Charger R/T	john.gerson@sbcglobal.net
Ken & Trish Granrud	Rancho Murieta	916-354-9635	72 'Cuda 340	kagranrud@gmail.com
Eike & Rachel Hamilton	Sacramento	916-626-2704	69 Charger	Ec-Hamilton@hotmail.com
Bob Harder	Windsor	217-779-8502	06 Dodge Magnum, 10 Challenger convt.	bharder@sonic.net
Jim Hardy	Hayward	408-421-9312	64 Fury	j-r-hardy@comcast.net
Dennis & Linda Harris	San Jose	408-885-9633	69 Coronet RT, 2006 Charger Daytona, 2009 Challenger RT	dennis_j_harris@yahoo.com
Ian Heady	El Dorado	530-642-0989	74 Scamp	ian-heady11@yahoo.com
Connie Hergert	Kelseyville	916-835-6968		conniekaay@live.com
Michael & Kimberly Hess	Pittsboro	916-201-3973	65 Barracuda F/S, 69 AMX, 69 GTX	mlhess68@yahoo.com
JoAnn Keear	Oroville	530-712-9265	68 Sport Fury, 41 Ply p/u, 42 Dodg p/u, 67 Fury, 60 Savoy, 61 New Yorker, 41 Dodge p/u	schatze@pacbell.net
Greg & Mary Kern	Granite Bay	916-791-4718	70 Charger R/T	gregoryckern@aol.com
Dennis & Sue Larson	Wilton	916-687-8500	64 Dodge 880 (x-CHP), 51 M38 Jeep, 68 Barracuda, 73 Polara	DLLarson1@Frontiernet.net
Gary & Jackie Leymaster	Elk Grove	916-685-3546	64 Sport Fury 426w 4spd	moparman@surewest.net
John & Jeanie Leymaster	Fair Oaks	916-962-2655	65 Sport Fury 400 big block	johnnycruise@comcast.net
Vicki Jo Manning	Citrus Heights		2006 Magnum, 1966 300 conv	
Greg & Jeanne Marks	Nevada City	530-285-0140	56 300B / 1969 Roadrunner, Many more!	jgmarks@fsaccess.net
Petra Martinez	Sacramento	916-362-4344	65 Barracuda (orig owner)	purpleyorkie@yahoo.com
Michael & Trudy Moore	Antelope	916-402-5826	64 Dart street/race, 2000 Ram1500, 13 Grand Cherokee	dm.moore7364@yahoo.com
Mike & Dorothy Morrison	Bandera	916-205-8099	58 Savoy, 64 Fury	lmm194608@yahoo.com
DJ Moylan	Applegate	916-512-9281	69 Barracuda	moylanc01@gmail.com
Nini Narayan	Citrus Heights	408-625-9674	2019 Challenger Scat Pack - Wide body	nininarayan@gmail.com
Joe & Trish Ortiz	Bayside	707-822-3330	70 Challenger R/T - Original Owner	joebzero@gmail.com
Thomas Parker	Sacramento	916-213-7540	70 Challenger, 67 Dodge Truck D100	tparkergm@gmail.com
David Parnham	Roseville	916-275-0777	2018 Charger ScatPak	sunrunner69@gmail.com
Mark & Cindy (Lenz) Perry	Antelope	916-956-8863	71 Challenger Conv (orig owner)	mark@chlng.com
Karen Pierce	Folsom	916-353-0965		kpierce569@aol.com
David Planer	Roseville	916-791-0306	65 Fury III 2drht HP383	pixie@mycci.net
Tom Pluth	TN	916-283-6112	2005 Magnum RT	tpluth@hotmail.com
Jack & Mary Porter	Roseville	916-742-5356	2014 Cherokee	jack_porter@comcast.net
John Riordan	Sacramento	415-823-7009	66 Chrysler T&C wagon, 78 Dodge B200 van	johnriordan2854@comcast.net
Carl & Jodi Robinson	El Dorado Hills	916-941-9157	71 Swinger 360, 64 Dart 170 s/w, 64 Dart GT, 64 Valiant Signet	moparman71.cr@gmail.com
Jake & Tina Rosen	Rancho Cordova	916-362-9697	70 'Cuda	jsnake340@hotmail.com
Brian & Ludivina Russell	Elk Grove	916-230-6092	70 Swinger 340	brassrat2000@gmail.com
Tony & Carol Sarge	El Dorado Hills	916-933-5765	69 Road Runner, 70 Dart 340 4-speed	a.sarge@sbcglobal.net
John Scully	Lincoln	415-244-4092	2018 Challenger SRT 392	sinatra1953@aol.com
Eric Seifert	Sacramento	916-448-4132	70 Cuda	ntstigl1970@yahoo.com
Robert & Cathy Severin	Placerville	408-797-6827	2013 Dart, 2008 Caravan, 65 Dart, 41 Plymouth Special Deluxe, 38 Plymouth Roadking	moparbob88@yahoo.com
Robin Sexner	Hobe Sound FL	916-849-6019	67 Sport Fury covt, 69 Coronet 440	twofurys@gmail.com
Dan Shepherd	Antelope	408-449-3309	64 Fury - 383 4-speed, 2019 Hellcat Challenger Redeye	dshep4406@yahoo.com
Rick & Jeane Smith	El Dorado	530-642-0989	71 AMC Javelin SST, 64 426 Sport Fury	ricksrodz@att.net
Terry Smith	Sacramento	916-484-6611	2016 Charger SRT	terrysm@sbcglobal.net
Carol Soda	Sacramento	916-381-6284		lilpop99@comcast.net
Richard Teerlink	Gold River	916-631-0297	68 GTS 340, 70 Challenger 383 R/T	rteerlink@me.com
Theresa Trujillo	Sacramento	916-993-0936	2018 Charger Scat Pack	ttujillo33@icloud.com
Horace & George Tutt	Sacramento	916-949-1635	65 Valiant, 70 Dart drag car	ponypower440@gmail.com
Roger E. Warren	Fairfield	925-518-8055		roger.warren@hotmail.com
Randy & Vicki Wilson	Maxwell	530-438-2376	69 Road Runner, 60 Sport Fury	vicki-wilson@hotmail.com



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

date	event	location	more info / contact	
May 3	CCM General Meeting	Sac Auto Museum	Mark or Norm	confirmed
May 7	Carmichael Elk's Car Show	Cypress Av, Carmichael	Mark or Cindy	confirmed
May 12	ACCC Conference	Sac Auto Museum	Bob Berry	confirmed
May 17	CCM Board Meeting	Round Table Pizza 2234 Sunrise	Mark or Norm	confirmed
May 21	Maxwell Car Show	Maxwell	Randy Wilson	confirmed
June 4	Lincoln Car Show	Lincoln		confirmed
June 12	Mopar Alley Car Show	San Jose-ish	Bob Severin	tentative
June 25	Poker Run to the Hills	Placer County	Mark	tentative
July	CA State Fair Display	Cal Expo	John Riordan	tentative
September	Mopar Shootout	Sac Raceway	Randy Pike	tentative
October 1	CCM Autumn Classic Car Show	Elks Lodge	Richard Teerlink	confirmed
December 9	CCM Holiday/Awards Dinner	Elks Lodge	Mike Allen	confirmed

Drive your Mopar to Club events !!

If you need more info on any of these events, please e-mail the editor - mark@chlng.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>

Carmichael Elks Lodge presents
Classic CAR & MOTORCYCLE SHOW
(1975 and Older)
8AM - 2PM - MAY 7, 2022

Live Music & Vendors
Free Admission
Registration \$20 - Vendors \$20
(Show in our Shady Backyard)

CCM will attend this event as a Club. Meeting time & location tba. Pre-Registration is best - Registration forms available from Mark or Cindy

"BEST LITTLE FREE CAR SHOW IN THE WORLD"
24th ANNUAL Maxwell Classic Car Show and Parade
Located At
Maxwell High School
515 Oak Street, Maxwell, CA
Saturday, May 21, 2022

The "Original" FREE Car Show of Northern California
Parade (optional): 9:30 a.m.-10:30 a.m.
CAR SHOW: 11:00 a.m. to 3:00 p.m.
Car show parking and registration: 10:30 a.m. to 12:00 p.m.
Early Bird Parking 8:00 a.m. - 9:30 a.m. (parade closes show access between 9:30-10:30 a.m.)

CCM will attend this event as a Club, meeting time & location tba.
Pre-Registration is best - Registration forms available from Mark or Cindy

RODS AND RELICS
16th ANNUAL DOWNTOWN LINCOLN CAR SHOW
June 4, 2022

www.rodsnrelics.net

CCM will attend this event as a Club. Meeting time & location tba. Pre-Registration is best - Registration forms available from Mark or Cindy

SHOW STOPPERZ 10th Annual SUNTITER FEST Car Show
SATURDAY JULY 9th 2022
CONTRA COSTA COUNTY FAIRGROUNDS
1201 West 10th Street, Antioch Ca

5th Annual Gathering of Warbirds
Reunion and Classic Car Show

P-51 & B-17 Rides
price/reservations
Arnie Schweer 559.816.8461

Saturday May 21, 2022 - 7:00am to 3:00pm
Madera Airport - 4110 Aviation Drive, Madera, California 93637

THE CAPPUCCINO CRUISERS PRESENTS:
COOL SEPTEMBER MORNING CLASSIC CAR SHOW

SATURDAY, SEPTEMBER 3rd, 2022
9AM-2PM
Denio's Farmers Market | 1551 Vineyard Road | Roseville, CA
CLASSIC CARS - LIVE MUSIC - BEST OF SHOW AWARDS & MORE!

MOPAR ALLEY'S MOPAR RALLY
30th Anniversary

De Anza College
21250 Stevens Creek Blvd.
June 12, 2022

CCM will attend this event as a Club, meeting time & location tba. Pre-Registration is best - Registration forms available from Bob Severin

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CCM General Meeting

Tuesday May 3, 7pm • California Auto Museum 2200 Front Street

! DRIVE YOUR MOPAR !

MORE EVENTS

May 7, 6am-3pm: Alameda Swap Meet @ Alameda Naval Air Museum, 2151 Ferry Point #77 510-432-1532
 May 7: Brentwood Car Show 929 Second Street, Brentwood
 May 7: Cruisin' for K-9s 'Denio', 1551 Vineyard Rd, Roseville 916-988-6376
 May 7: Sierra Point Car Show 5161 Foothills Blvd, Roseville 916-751-3212
 May 7, 8am-2pm: West Point Calaveras Coackmen's Show-n-Shine 202 Spink Road
 May 7, 5-9pm: Auburn Cruise Nite Lincoln Way & Elm, Auburn 530-878-7936
 May 14, 12-noon: Central Coast Muscle Cars 401 San Felipe Rd, Hollister ray1970442@yahoo.com
 May 14 8am-2:30pm: VFW Car Show 580 Moffat Blvd, Manteca 209-471-0171

May 15 12-noon-5pm: PAL Car Show 11354 White Rock Road, Rancho Cordova
 May 15: California Mopars in May 3250 Shelby St, Ontario
 May 21 9am-3pm: Townsmen Car Show 5775 Horseshoe Bar Road, Loomis 916-316-9001
 May 28 8am-3pm Rio Linda Car Show 810 Oak Lane, Rio Linda 916-200-6489
 May 28 9am: Woodland Car Show 7 Cruise (opens 6:30am) 916-662-4379
 June 4 vendors 6am, buyers 7am: Auburn Swap Meet 200 Fairgate Rd, Auburn 916-202-5842
 June 4 11am-5pm: Hot Rods & Harleys: 655 S 1st St, Dixon CARS-N-COFFEES
 • every Saturday 7-9:30 am, Hiway 50 & Latrobe Rd
 • every Saturday 8-10 am, 430 Palladio Parkway
 • every Saturday 8-10 am, 2405 Butano Drive

WANTED

• 64-74 4-speed parts or whole/broken transmission
 contact Randy Wilson 530-631-9824

WANTED

• Wiper arms and blade for a 1963 Plymouth fury
 • 1965 Plymouth Barracuda shifter and console.
 • E body manual trans tail shaft
 contact Jake Rosen 916-205-9336

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Brakes for 8 1/4", 8 3/4", 9 1/4" and Dana 60 axles.
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 Greg Kern 916 204 4626
 GregoryCKern@aol.com

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67-69 Cuda Right Front Fender
 15" 3 1/2 - 4 1/2 Front Runner Wheels
 Steve Archer 916-706-0321

WANTED

Help with unlocking the ECM or BCM on
 2016 Challenger
 Greg Marks 530-285-0140

****CCM Members may contact Mark to place ads here 916.956.8863**