

# NEWS

## Upcoming Events

- CCM General Meeting  
Tuesday November 5
- CCM Board Meeting  
Tuesday November 19

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### The future is now, so where is my gyro car?

The 1960s were a wild time. I wasn't alive then, but from the crazy contraptions and experiments the automotive industry was attempting, I can only gather it was an anything-goes type of situation. From the land of failed ideas comes the Gyro-X, and it's awesome. So why can't I have one, now that we've had 50 years to perfect the technology?

The Gyro-X was a creation from the combined brainpower of Alex Tremulis and Thomas Summers. Tremulis, a famous stylist even then, and gyroscope expert Summers paired up to create a two-wheeled vehicle to answer a question no one asked. That's what forward thinkers do; beyond asking the question, they

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## 51 days 'till Christmas!

### And only 32 days until the CCM Holiday Party

Yeah, I'm not ready for Christmas either. But I *am* looking forward to the party. What's not to like about a delish prime rib dinner?

We have a busy schedule coming up all too soon. The end of this month, we have the CAM Holiday tree decorating and potluck party. On December 7 (Pearl Harbor Day) we have our annual Party at the Elks Lodge, the morning after our CCM Party, we join the Shriners for their annual Toy Run.

And let's not forget the clock is ticking toward CCM Day in the Park. This will get here quickly, and we need a new Show Coordinator - "Old Reliable" Tom Pluth, our Show Coo.. for the past 10 years, has accepted a justly deserved position in Huntsville, working with NASA's Return to the

Moon program. (Congrats to Tom) He moved last month. So if you can step into his size 14 Car Show shoes, please volunteer. After the busy-ness of the holiday season, we'll need to hit the ground running to be ready for DITP27.

Speaking of volunteering and in other news, Horace Tutt has stepped up and taken our long vacant position as Legislative Liaison. Now we'll once more know what's coming in anti-collector's-car legislation, and hopefully be able to help fend off some of the attempts to crush our cars. Thank you Horace.

Also you may have noticed Mike Allen has become our Club VP, filling in for Randy Pike when he became unable to carry out the duties. Good job Mike - Thank You.



### ELECTIONS ARE COMING

Elections are coming again. Step up and help decide what directions CCM will take in 2020. Election coordinator John Gerson will be calling you (or has called) to discuss officers running for 2020. As always, we need help and some "new blood" to keep CCM on track and fun. Please consider running for an office for next year.



# Club Information

## CCM Board of Directors

President:	Bob Berry	(916) 925-0336	rdrnrboberry@yahoo.com
Vice President:	Mike Allen	(916) 207-7746	duster@surewest.net
Treasurer:	Norman Benedict	(916) 985-8523	normanb.1943@gmail.com
Secretary:	Cindy Lenz	(916) 956-8863	cindyppearl916@gmail.com
Membership:	open - please volunteer	(916) 996-9570	mark@chlIngr.com
Newsletter Editor:	Mark Perry	(916) 956-8863	mark@chlIngr.com
Webmaster:	Anthony Garcia	(916) 985-8523	webmaster@capitalcitymopars.com
Car Show:	open - please volunteer	(916) 283-6112	carshow@capitalcitymopars.com
Activities:	Jack Porter	(916) 742-5356	jack_porter@comcast.com
Members at Large:	John Gerson		
	Steve Archer		
	Mark Perry	(916) 956-8863	mark@chlIngr.com

## CCM Staff Members

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

### Dodge Daytona vs. Plymouth Superbird: What you need to know about Mopar's winged warriors

*courtesy Scott Oldham, Hagerty Insurance*

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.

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.

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.

Although Plymouth 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.

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



THIS IS NOT

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.

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.

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.

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.



### Quarter Mile Times

Year	make	model	0-60	1/4 mile	Comment /Source
1969	Dodge	Dart 340ci/275hp 3spd auto"	6.500	14.820	Car Life
1969	Dodge	Charger R/T 440ci/375hp 3spd auto	6.100	13.900	Motor Trend
1969	Dodge	Charger 500 426ci/425hp 4spd	0.000	13.480	Hot Rod
1969	Dodge	Charger 500 426ci/425hp 3spd auto	5.700	13.920	Car Life
1969	Dodge	Cornet R/T 440ci/375hp 4spd	0.000	13.830	HiPerformance Cars
1969	Dodge	Cornet Super Bee 383ci/335hp 3spd auto	5.600	14.040	Car & Driver
1969	Dodge	Cornet Super Bee 440ci/390hp 3spd auto	6.300	13.800	Car Life
1968	Dodge	Charger Auto	4.800	13.500	(C&D Nov '67)
1968	Dodge	Charger R/T 440ci/375hp 3spd manual	6.500	14.900	Motor Trend
1968	Dodge	Charger R/T 426ci/425hp 3spd auto	0.000	13.500	Car & Driver
1968	Dodge	Charger R/T 426ci/425hp 4spd	0.000	13.900	Popular Hot Rodding
1968	Dodge	Dart GTS 340ci/275hp 3spd auto	6.300	14.680	Car Life
1968	Dodge	Cornet Super Bee 383ci/335hp 4spd	0.000	14.870	Car Craft
1968	Dodge	Cornet Super Bee 383ci/335hp 3spd auto	0.000	15.130	Car Craft
1968	Dodge	Cornet R/T 440ci/375hp 4spd	6.900	15.100	Motor Trend
1968	Dodge	Cornet R/T 440ci/375hp 4spd	0.000	13.830	Speed & Supercar
1967	Dodge	Cornet R/T 440ci/375hp 3spd auto	0.000	14.350	Speed & Supercar
1967	Dodge	Cornet 500 426ci/425hp 3spd auto	0.000	14.600	Popular Hot Rodding
1967	Dodge	Charger 426ci/425hp 3spd auto	6.400	14.200	Car Life
1966	Dodge	Charger 383ci/325hp 3spd auto	7.200	15.600	Car Life
1966	Dodge	Cornet Hemi Convertible 426ci/425hp 3spd auto	0.000	14.110	Car Craft
1966	Dodge	Dart 273ci/275hp 4spd	0.000	14.330	Car Craft
1965	Dodge	Dart GT 273ci	8.200	16.900	(C&D Feb '65)
1965	Dodge	Dart GT 273ci/235hp 4spd	9.300	16.400	Car Life
1965	Dodge	Cornet 426ci/365hp 4spd	7.900	15.400	Car Life
1965	Dodge	Cornet 426ci/425hp 4spd	5.300	13.800	Car & Driver
1964	Dodge	Polara 426ci/365hp 4spd	0.000	13.700	(HC)
1964	Dodge	Polara Convertible 426ci/365hp 4spd	7.200	15.200	Car Life
1963	Dodge	330 426ci/425hp 4spd	0.000	13.860	Popular Hot Rodding
1962	Dodge	Ramcharger 413 413ci/410hp 3spd auto	5.800	14.400	Motor Trend
1962	Dodge	Dart 413 413ci/385hp 3spd std	7.400	15.100	Car Life
1962	Dodge	Dart 413 413ci/410hp 3spd std	0.000	13.750	Car Life
1961	Dodge	Dart 383ci/330hp 3spd auto	0.000	15.250	Hot Rod
1961	Dodge	Dart 413ci/385hp 3spd auto	7.400	15.100	Car Life
1960	Dodge	Dart 383ci/330hp 3spd auto	0.000	15.190	Motor Life



**GONE BUT NOT FORGOTTEN**

Last month we lost Dave Kear, a long time member. Dave will be missed.

A few days ago "Hellcat" Don Smith passed away while on a trip in his motor home, which he enjoyed very much.

To those Dave and Don left behind: Please stay in touch, we at CCM have your backs.



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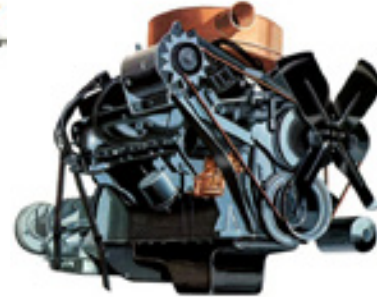
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**IMPERIAL'S NEW ENGINE IS SMOOTHER... MORE EFFICIENT... QUIETER**

Take a moment to look under the hood of a 1959 Imperial. You'll be impressed with the remarkable compactness of its brand-new 300 horsepower engine. Imperial engineers have reduced engine weight, and at the same time have increased power. Imperial's new 412 cubic inch power plant is actually 10% greater lightness than its predecessor and 10% greater lightness than some engines in other line cars. But light as it is, the new engine actually delivers more torque per pound than any engine in the industry. You get more torque, more pulling power with fewer engine vibrations. Your engine is smoother, quieter, because it never need run at strain for power. And you get better engine performance at ordinary driving speeds. When the engine starts with Imperial's famous Vignale fuel injection, you'll never experience the chugging gears... per one suburban evening of motor.

*Gyro Car, continued from page 1*

create the solution. I still don't understand what the problem was, but the design aimed to revolutionize the future of transportation.

If you are going to make a claim like revolutionize, you have to go big. Or in this case, small. The pair looked to Summers' gyroscope knowledge to allow the Gyro-X to shed two wheels, which allowed the car to be narrowed drastically. The running gear was lifted from a Mini Cooper S and supposedly made for a top speed of 125 mph, despite the mere 80 horsepower.

The engine is not the star of this show, though. After all, it's called the Gyro-X, not the four-cylinder-X. Underneath the sleek bodywork was a 22-inch, hydraulically-driven gyroscope which stabilized the car and kept it rubber-side-down while being driven. It was a highly complicated system, which claimed to allow the vehicle to easily traverse 40-degree banked turns. Development stalled as Gyro Transport Systems, Incorporated went bankrupt before the car could reach a production-ready phase.

Yet the prototype not only survived, but found

its way into the ownership of what would likely be the best home for such an oddity. Though improperly stored for years, the Lane Motor Museum found the derelict Gyro-X and set about returning it to a functioning car.

The key to that restoration was the one part that missing when it rolled into the Lane Motor Museum—the gyro. The original gyro was long gone, and an original-spec unit would get the car driving again, but the restoration crew knew 50 years on that they could do better. The restoration would simply come with a price tag.

The gyro that now resides in the Gyro-X was sourced from an Italian company that produced gyroscopes for yachts. The original gyroscope was 22 inches in diameter, but, thanks to modern tech, the new unit is just 17 inches with the same balancing power. This allowed the team a bit of extra room for packaging components that were not original to the car, but were

necessitated by the modern gyroscope. Even with all the new sensors and modern balancing aids, the Gyro-X still struggles to function flawlessly. Having seen it in person, it is amazing, even with a decent grasp on what is happening under the sheet metal. Surely, those unfamiliar with the car would be nothing short of stunned to see it rolling by, with a heavy whirring noise emanating from the long, red shell. I guess maybe I get it now why I can't have one. Four wheels just make sense sometimes.



**I TRIED AND TRIED**



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

date	event	location	more info / contact
11/1 -11/3/19	Jim's Closing Swap	Jim's Chevrolet Parts, Rancho	916-635-8790
11/2/19	Cars & Coffee @ Sac Dodge	Sac Dodge Dealership 9-11am \$10	Damion ??
11/2/19	8th annual Kars For Kids Show	El Tapito, 5637 Sunrise Blvd	
11/3/19	Turlock Swap Meet & Show	Stanislaus Co Fairgrounds \$8 6am-2pm	209-579-4797
<b>11/5/19</b>	<b>CCM General Meeting</b>	<b>CAM, Start time 7 p.m.</b>	<b>Bob</b>
11/9-10/19	Good Guys 30th Autumn Get-Together	Alameda County Fairgrounds	Check website
<b>11/19/19</b>	<b>CCM Board Meeting</b>	<b>Round Table Carmichael 7 pm</b>	<b>Bob</b>
<b>11/24/19</b>	<b>CAM Tree Trimming</b>	<b>Calif Auto Museum</b>	<b>Bob</b>
12/1/19	Cars & Coffee @ Sac Dodge	Sac Dodge Dealership 9-11am \$10	Damion ??
<b>12/3/19</b>	<b>CCM General Meeting</b>	<b>CAM, Start time 7 p.m.</b>	<b>Bob</b>
<b>12/7/19</b>	<b>CCM Holiday Party</b>	<b>Carmichael Elks Club</b>	<b>Bob or Randy</b>
<b>12/8/19</b>	<b>Shriner's Hospital Toy Drive</b>	<b>Meet by hospital 9 a.m.</b>	<b>Bob</b>
<b>12/17/19</b>	<b>CCM Board Meeting</b>	<b>Round Table Carmichael 7 pm</b>	<b>Bob</b>
1/10-12/20	MAG Action	Peoria Sports Complex, Peoria AZ	Check MAG website
6/27/20	<b>CCM Day in the Park 27</b>	<b>Hagen Park, Rancho Cordova</b>	<b>CapitalCityMopars.com</b>

## CAPITAL CITY MOPARS

### 2019 HOLIDAY DINNER AND AWARDS CEREMONY

Capital City Mopars is pleased to announce it will be hosting the annual Holiday Dinner for all Club Members. And we do mean host! (Cost of the dinner will be paid by the Club). However, each individual reservation requires a \$25.00 reservation deposit (refundable at the door). This party is scheduled in recognition of our Members participation and support throughout the year and we hope that every Member will be able to attend.

**When:** Saturday, December 7, 2019 - Social Hour/No Host Bar at 6 pm, Dinner served 7 pm

**Where:** Carmichael Elks Lodge, 5631 Cypress Avenue, Carmichael, CA 95608

**Who is invited:** All CCM Regular Members and their Co-Member / Guest (adults only Please)

Reservations must be received no later than, Tuesday, December 3, 2019

**QUESTIONS?** Contact VP Mike Allen (916) 207-7746

Please select from the following menu and mail your check with the reservation form below to:

Capital City Mopars, PO Box 340426, Sacramento, CA 95834 (or bring it to a CCM Meeting)

Return this reservation form with your check

**Member Name:** \_\_\_\_\_  Prime Rib  Breast of Chicken **\$25**

**Co-Member Name:** \_\_\_\_\_  Prime Rib  Breast of Chicken **\$25** **Total Enclosed \$** \_\_\_\_\_

Entrees include tossed green salad with dressing, rolls & butter, baked potato, veggie, plus coffee and dessert.

*Please bring one wrapped gift (\$10-\$15 value) per person, to be raffled during the party.*

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Automobile Museum? Several membership options are  
available. Membership information and an application  
form can be downloaded from the CAM website at  
calautomuseum.org.



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PO Box 340426  
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www.CapitalCityMopars.com

### 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.

### CCM Members!

Got a business?

Provide a business card and it will be printed in the pages of CCM News - free!

**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.

## Next Meeting

Tuesday November 5

7:00 pm

California Auto Museum

2220 Front Street, Sacramento

### 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 November 27. 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.

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

### 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.