



NEWS

Volume 30 Issue 7

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

July 2022

Upcoming Club Events

- **CCM General Meeting**
Tuesday July 5, 7pm sharp
Hot Dogs before the meeting
CA Auto Museum
- **CCM Brunch**
Saturday July 16
- **CCM Board Meeting**
Tuesday July 19
- **The Lunch Bunch**
Wednesday July 27, tba
- **CCM General Meeting**
Tuesday August 2 7pm sharp
CA Auto Museum
- **CCM Autumn Classic Car Show**
Saturday October 1
Carmichael Elks
- See page 6 for more

POKER RUN TO THE HILLS

by Bob Severin, CCM

We all met at a Shell gas station, whether we needed gas or not. We didn't. So then we went off traipsing thru the countryside and forgot about our schedule.

We arrived at the amazing Goat House Brewing Company. Some of us went over and fed the goats and the burro, who were unquestionably friendly! There were catfish in the pond, and suds inside the converted barn, now a brewery. The Goat House brewers had chucked their successful but unsatisfying Silicon Valley lifestyle and started up this brewery from nothing... They appear very successful and had many wonderful flavors of beer.

But we were off again to the Dono Del Cielo Vineyards, in Newcastle, but were still out in the country. Longhorns and goats everywhere were seen. It was hot, but our trusty Challengers and my Dart functioned perfectly despite the heat.

Dono Vineyards had a food truck, and some of us had some lunch. The live 2-piece band had their speakers set up so only the few people inside the building could hear them, but not us, being outdoor types.

So we moved on along Wise Road to the Lone buffalo Brewery. Still looking for that lone buffalo. They had a food truck too. And another two-piece band but there was room indoors for all of us and it was cool. Lots of atmosphere and buffalo memorabilia and souvenirs. And wine.

Then we left the vineyards for the uphill trek to Auburn without going along Highway 80! We passed the Wild Bird (and wild koi fish) Sanctuary and stopped at the Knee Deep Brewery. This place was a huge warehouse with lots of beer things. Great souvenirs, beer and containers to (temporarily) store beer in. The beer for rent was a huge variety of indigenous flavors and colors. They had dark and light beers!

The Wild Bird sanctuary across the street from Knee Deep has many emus, an occasional crane, ducks and geese, and tons of koi fish in the huge pond. No one got pecked or bitten, as there were Electric Fence warning signs! The first-time visitors like us were pleasantly surprised to see so many great wildlife creatures.

We finally were hungry to enuf to head down the nearby Mels (Original) diner for a very late lunch. The \$10 milkshakes were tempting, but I demurred and settled for strawberry lemonade, as did my grandson Jaydan who came along for the ride. Mels has lots of American Graffiti memorabilia, photos and atmosphere all over the walls. I don't remember if much was on the ceiling!

And then we said our goodbyes and went home after a fabulous afternoon! Cathy, Jaydan and I had to drive down the incredibly treacherous winding mountain roads to Placerville. The rest of the group cruised down Highway 80 to homes.

The other tourees were Mark & Cindy, Dave & Marie, and JD.



CAPITAL CITY MOPARS GENERAL MEETING HIGHLIGHTS, June 7, 2022

President: There are emails going out from Mark that are a Scam. Don't accept anything asking for money. Be aware of all emails, text etc. that may be suspicious.
CAM is doing rides for Fathers day and needs cars to participate.
Mark is very busy and needs more people to volunteer for duties.
\$500 was received from Hasties as a major sponsor of car show. Hoblitt will donate \$500, a large TV and goodie bag supplies for car show.

Membership: Richard- 60 Members

Activities: John Riordan reported on activities, list will be in newsletter
Bob Severin reported on activities at Sonoma Raceway

Car Show: Richard- June 16 car show meeting will be at Richards house, Email was sent to members for duty sign ups. The DJ has his own generator. Karen Pierce & Joann Keear will do raffle.

Old Business:

1. Recap of Maxwell car show, 6 CCM members in attendance, raffle prizes were one.
2. Recap of Elks car show, 1 CCM member in attendance.
3. ACCC Conference, Steve Archer will do a letter of recommendations and encouragement. Our representatives noted that issues were discussed, but no actions were taken.
4. By-Laws voting in progress

New Business:

1. CCM Board Meeting, June 21
2. July 4 Parade in Carmichael – sign up sheet passed
3. CA State Fair display, July 28 – sign up sheet passed

Announcements:

1. CCM Car Show Saturday, October 1, 2022



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

\$35 for 1 space
\$55 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

CAPITAL CITY MOPARS BOARD of DIRECTORS MEETING HIGHLIGHTS, June 21, 2022

Meeting was conducted via Emails, due to President and Secretary sickness related absences.

Webmaster: Anthony – The Webmaster is preparing for online registration and payments for the car show.

Old Business: Location for next Bd. Meeting July 19th,
Round Table Pizza 4005 Manzanita, Carmichael

BEST OF SHOW

A couple months ago, a sizeable deputation of CCM members caravanned to a small weekday evening show hosted by Spyman Classics - a store on Auburn Blvd selling auto related memorabilia.

Due to a desire to improve his monthly show, Spyman owner Frank Roman contracted with CCM member Dave Parnham to plan and execute the next show. June 17 was that next show, and Dave, helped by fellow CCM members JD and Nini, and several from the NorCal TNT club, presented us a much improved show. Good Job Frank and Dave and all!

Doing a quick count, I saw they had over 65 vehicles attending, pretty evenly divided between older and modern vehicles. All the expected brands were represented, but the best thing to me, was fully 1/3 of the cars there were Mopars!

Also I won an award, which was good too.



CCM CAR SHOW SPONSORS

We depend on contributions of cash, raffle prizes and goodie bag stuffers to support our annual car show, and are currently in the process of soliciting these donations.

Below are listed the businesses who sponsored last year's car show, and those that have signed on (so far) to sponsor this year's car show on October 1.

Please use every opportunity to support these generous businesses in return by patronizing them when you can, recommending them to your friends and acquaintances, and mentioning their names in conversation.

We also thank those individuals who have contributed to the car show.

2021 Sponsors

Hoblitt Chrysler Dodge Jeep Ram SRT
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Overkill Performance
Hasties Capitol Sand & Gravel
Hagerty Insurance
Collector Car Garage
River City Differentials

2022 Sponsors

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Hoblitt Chrysler Dodge Jeep Ram SRT

Meet us at the fair for a FREE day! Thursday, July 28, 2022

Capital City Mopars will be showing our rides to thousands of people in a display at the California State Fair. We have a chance to talk to many people about our cars and the CCM club. Bring your rides, park the car and enjoy the full day at the fair for free!

Come one, come all !
(when you RSVP to Cindy 916-759-5772)



A FEW MOPARS I LOVE

by Bob Severin, CCM

There are too many to list here, but the photos accompanying this article show them at museums, car shows or on the race track !

My favorite 24 Hours of LeMons car is Adrian Smith's FASTER FARMS Belvedere ! Adrian found a wrecked car, put another bumper and fender on it and voila, it has evolved into the meanest looking street/race/show car you ever could imagine... It has raced at race tracks like Laguna Seca, Thunderhill and recently at Sonoma Raceway. Since the early 2000s Adrian has done whatever he could to keep it running and headed to the track. It has won awards at races and car shows, such as Mopar Rally !



<http://www.speedhunters.com/2016/02/lemons-mopar-way-faster-farms-plymouth/>

That's right, the Foster Farms Chickens, aka The Foster Imposters! A pair of Arkansas factory-farmed chickens flee their trailer park and head to California, so that they might be killed, eviscerated, and served up as meals by Foster Farms. Their vehicle? A beater '67 Belvedere! Thus was the idea for Team Faster Farms Chickens born. These chickens are serious about winning! You might recognize this bird as Jack Astro, creator of the Project Car Hell Song. Be sure to check out the Team Faster Farms Chickens' website when you're done here!

With 318 screamin' cubic inches under the hood and a car that's already survived a 60 MPH wreck into a row of parked cars, the Chickens fear nothing!

They found a B&M floor shifter on a junked Ranger at Pick Your Part, and the glass doorknob adds a touch of class.

The chicken suits weren't quite up to Foster Imposters specs, so Adrian had to make a few adjustments. First, a little feather trimming.

Since Adrian Smith had a free '66 Belvedere already, all that was needed to convert it to an Impostersmobile was the application of '67 headlight bezels and trashed grille... <http://fasterfarms.blogspot.com/>

Valiant Effort is Sean Renteria's old 1965 Plymouth Valiant that he used to race. The Valiant Effort race team races it as a gasser, seen in these photos at Sacramento Raceway.



Renteria Brothers Racing's newer Borman's sponsored 1965 4 door Dodge Dart Pro Mod is incredible ! Sean still races his specially built for racing custom 4-door World's Fastest Valiant! It has gone over 250 miles an hour in the 1/4 mile. Sean runs a Custom body and paint shop in Morgan Hill with brother Dave. My 1938 Plymouth and 2013 Dart have been repaired at Sean's shop! He loves Mopars and does incredibly beautiful body work ! He is also in charge of Extreme Pro Mods West, a mean club that races state of the art Pro Mod 1/4 mile terrors. Many are Mopars with blown hemis.

Sean's latest creation for Paul Borman is a unique hemi powered rod that won an First Place award at the recent Sacramento Autorama !

The orange Cuda with Mallicoat Brothers on the doors is a salute to true pioneers of turbo powered race cars that were all Mopars. A new team has taken over running the gasser after the



death of one Mallicoat brother recently. This is their story: Gary and Jerry Mallicoat have been involved in drag racing for 50 years starting with 1960's gassers and were campaigning a 1968 Pro Mod Barracuda. Gary and Jerry Mallicoat have been involved in drag racing for 50 years starting with 1960's gassers.

<https://www.wired.com/story/the-online-spider-market-is-massive-and-crawling-with-issues/>

This Daytona is perfect, gorgeous and incredibly valuable. I always wonder would the buyer park it at Walmart??? This green Dodge has every option that was available ! It is soooo pretty it can only be an object of desire for Mopar fans !

Military vehicles are fascinating to me. At the recent Camp Plymouth military vehicle show in Plymouth I saw many M-37 Dodges and even a Dodgem M-47 military dump truck !

At the recent tour to the former Harrah's Auto Museum in Reno, I was captivated by





the beautiful 1941 Chrysler ragtop driven by Lana Turner. This red beauty is fabulous, with custom red upholstery, hubcaps, etc...

Harrah's Ferrari powered Jeep looked like a stock build, that is if Ferrari engines were installed in Jeeps ! it is a real sleeper, as no one would know it has a Ferrari engine !



The purple/red 1935 Chrysler Airflow seen at Concourse shows and usually parked in the California Auto Museum where we have our meetings is retored, and the owner, David, is restoring another Airflow! I have seen as many as 5 scarce race Airflows at one Concourse show ! Chrysler engineers in 1930 found out that most cars of that era were more aerodynamic when tested in a wind tunnel backwards than tested forwards... So... They designed the Airflow with a smooth, gently curved waterfall grille that cheated the air. Unfortunately, like the Edsel, it was not accepted by the public, and had a short production run.



The Chrysler Airflow is a full-size car produced by Chrysler from 1934 to 1937. The Airflow was the first full-size American production car to use streamlining as a basis for building a sleeker automobile, one less susceptible to air resistance. Chrysler made a significant effort at a fundamental change in automotive design with the Chrysler Airflow, but it was ultimately a commercial failure due to a lack of market acceptance and controversial appearance.

Chrysler also marketed a companion model under the DeSoto brand, the DeSoto Airflow, and the appearance was also offered on the Chrysler Imperial. In 2022, Chrysler announced that the Airflow name would be resurrected for an electric crossover SUV.

The 1934-1937 Chrysler Airflows were called "the most influential car(s) of the 1930s." And no doubt it was -- but in its own time Airflows very nearly spelled disaster for Chrysler. Breer and his cohorts, Fred Zeder and Owen Skelton were Chrysler engineers who put Chrysler on the map !

The three larger Airflow series all bore the Imperial name. Wheelbases measured 128, 137.5, and 146.5 inches, respectively, for the Imperial Series CV and the Custom Imperial CX and CW. The first two used a 323.5-cid, 130-horsepower engine, while the CW, the largest car Chrysler had ever built, employed a 384.8-cubic-inch straight eight rated at 150 bhp. Imperial prices started at \$1,625 and ranged all the way to \$5,145 for the Series CW limousines-the latter a figure \$350 higher than a Cadillac V-12 in the same body style.

It was Carl Breer, one of the "Three Musketeers" of Walter P.



Chrysler's great engineering triumvirate, who supplied the inspiration for the project. According to company legend, one day Breer was watching what he took to be a flock of geese in flight. But as they approached he came to realize that what he was seeing wasn't geese; he was observing a squadron of military aircraft on maneuvers.

It was one of those illuminating moments. If the airplane, or for that matter the bird, was shaped in such a way as to minimize wind resistance, could not the same principle be applied, Breer



wondered, to ground transportation: to trains, to trucks, to passenger cars? Especially to passenger cars, for by that time (late 1927) some of the better automobiles were capable of speeds as high as 80 or even 90 miles per hour. Breer was just beginning to recognize the handicap posed by wind resistance.

With Walter Chrysler's blessing, work got under way on the development of a streamlined automobile. A wind tunnel was constructed at Dayton, Ohio, and there Breer and his cohorts, Fred Zeder and Owen Skelton, undertook their research under a cloak of secrecy.





Carl Breer, along with fellow Chrysler engineers Fred Zeder, and Owen Skelton, began a series of wind

tunnel tests, with the cooperation of Orville Wright, to study which forms were the most efficient shape created by nature that could suit an automobile due to the increased speed vehicles at the time were capable of attaining and the resulting wind noise inside the passenger compartment. Chrysler built a wind tunnel at the Highland Park site, and tested at least 50 scale models by April 1930. Their engineers found that then-current two-box automobile design was so aerodynamically inefficient that it was actually more aerodynamic when tested as if being driven backwards.

By the end of 1932, a prototype was on the road. Dubbed the "Trifon Special" in honor of an engineering laboratory employee, it was a semi-fastback four-door sedan. Carl Breer had originally proposed seating for three in front, two in the rear, but that idea was quickly shot down by the marketing people.

However, many of Breer's other proposals were incorporated into the Trifon Special. For instance, passengers were moved forward 20 inches from their traditional position. This had the effect, first, of reversing the previous weight distribution of approximately 45-percent front, 55-percent rear.

Second -- and even more importantly -- this positioning cradled all the passengers within the axles, largely eliminating the bouncing sensation that had typically been experienced by rear-seat occupants. And finally, it made possible the use of roomy, 50-inch-wide seats.

Innovative weight distribution in the new Chrysler Airflow stemmed from the need for superior handling dynamics. The engine was moved forward over the front

wheels compared with traditional automobiles of the time, and passengers were all moved forward so that rear seat passengers were seated within the wheelbase, rather than on top of the rear axle. The weight distribution had approximately 54% of the weight over the front wheels, which evened to near 50:50 with passengers[4] and resulted in more equal spring rates, better handling, and far superior ride quality.

Chrysler would not build another unibody vehicle until 1960 with the Virgil Exner Forward Look.

The Airflow's structure, appropriately enough, was designed by Dr. Alexander Klemin, chief of the

Guggenheim Foundation for Aeronautics. Bodies, as author George Dammann has noted, "were constructed around a cage-like steel girder network, to which the body panels were welded." This was not, strictly speaking, "unit" construction; that would have to wait until the introduction of the 1941 Nash 600. Nor did it result in reduced weight, for the Airflows were heavier by several hundred pounds than their conventionally styled 1933 counterparts.

The structure was, however, a tightly integrated body-and-frame design in which the welded body contributed substantially to chassis rigidity. Chrysler was at pains to point out just how stout the Airflow really was. In one demonstration, an Airflow sedan was sent over a 110-foot cliff. Falling end over end over the face of the cliff, it landed on its wheels at the bottom -- whereupon it was driven away under its own power.

The 1934-1937 Chrysler Airflows had a revolutionary design, but were ultimately unsuccessful... The public was disenchanted, and sales continued to fall... Chrysler survived by designing new cars for 1935! Only one Airflow series was offered for 1937, the ill-fated streamliner's final year of production. Though it actually

represented a continuation of the 1934-1936 Imperials, it was known simply as the Chrysler Airflow

Walter Chrysler, by then in his final illness, must have wondered what went wrong. Richard M. Langworth and Jan Norbye, in their Complete History of Chrysler 1924-1985, offer this explanation: "The normally canny Walter Chrysler approved this advanced concept without much apparent regard for whether the public would accept it. And that would prove to be Chrysler's -- both the man's and the company's -- first serious mistake." This was before focus groups that offered their opinions on new concepts, popular today to help companies not to make serious mistakes, like the Tucker or Edsel that have in common with the Airflow as not being successful in the tough auto marketplace.



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

date	event	location	more info / contact
July 4	Independence Day Parade	Carmichael	Cindy confirmed
July 5	CCM General Meeting w Hot Dogs	Sac Auto Museum	Mark or Norm confirmed
July 12	Roseville Tuesday Nite	Vernon Street Roseville	Cindy confirmed
July 16	CCM Brunch	Martha's Taqueria 7753 Roseville Rd 95842	Mark confirmed
July 19	CCM Board Meeting	RT Pizza 4005 Manzanita, Carmichael	Mark or Norm confirmed
July 27	Lunch Bunch	tba	John Riordan confirmed
July 28	CA State Fair Display	Cal Expo 9am - 7pm	Cindy confirmed
August 2	CCM General Meeting w Hot Dogs	Sac Auto Museum	Mark or Norm confirmed
September 24	Mopar Muscle Car Shootout	Sac Raceway	Randy Pike confirmed
October 1	CCM Autumn Classic Car Show	Elks Lodge	Richard Teerlink confirmed
December 9	CCM Holiday/Awards Dinner	Elks Lodge	Mike Allen confirmed

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>

MORE EVENTS

- July 8, 5-9pm: Downtown Auburn Cruise Nite. 530-878-7936
- July 9: Folsom Nostalgic Cruise of Dreams. Folsom Zoo - Stafford St & Natomas. 916-988-6376
- July 9, 9am-3pm: Stockton Italian Athletic Club. 3541 Cherryland Av. 209-608-0123
- July 9, 6am-3pm: Stockton Swap Meet. 1658 S. Airport Way 209-513-8651
- July 16, 9am-2pm: Lathrop Hot Rod River Run. 1691 Frewert Rd. 209-470-7822
- July 22-24, 8-5. Sonoma NHRA Nationals. 800-870-7223
- July 24, 6am-3pm: Manteca Show & Swap Meet 1600 Perimeter Dr. 209-948-5307

- July 29-31: Hot August Nights Virginia City. C Street 775-847-7500
- July 30, 10am-3pm: Lodi Car Show on School St. 209-369-6303
- August 2: Reno-Sparks Hot August Nights 775-356-1956
- August 4-6, 7am-2pm: Reno Hot August Nights Swap Meet 1350 N Wells Av 209-201-8491

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



MOPAR MUSCLE CAR SHOOTOUT

SATURDAY SEPTEMBER 24TH

DRAG RACING - CAR SHOW - SWAP MEET FOR ALL DODGE, CHRYSLER, PLYMOUTH BODIED OR POWERED - STREET TO STRIP

ENTRY PRICES AND TIMES

DRAGS OPEN Friday 5PM
Only 2-day tickets valid \$40
TECHNICAL 5PM-8PM \$100 open to all
LANES OPEN Saturday 8AM
SPONSORING \$100 online or \$200 at the gate
Kids under 12 not allowed here without CASHIERS 11AM-1PM, noon driving

RACES CAR SHOW INFO

PRO DRIVER (checkered in 8:30-9:00 am)
\$400 plus trophy
\$100 CHIC \$500 cash
STREET MOPAR (JCR), modified
with trophy, 10:00-11:00 am
West Coast NHRA \$100



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!



SHOW STOPPERZ 10th Annual SLUTTITIER FEST Car Show

SATURDAY JULY 9TH 2022

CONTRA COSTA COUNTY FAIRGROUNDS
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A TRUE ALL MAKES AND MODELS CAR SHOW!

Imports, American Muscle, Old School, Classic Trucks, Low Riders, Hot Rods, Bikes, Motorcycles, etc...

INDOOR SPACE AVAILABLE Upon Approval!
Must send photo of car (showstopper@gmail.com)

\$35 Pre-Registration \$40 Day of show
Pre-Reg Closes July 2nd!!!!

Registration Show Time
8:00am - 11:00am 11:00am - 5:00pm

Awsome Raffle Prizes!!!

DYNO Challenge!!!

Trophies for Most HP
Limited space, so make sure you arrive early!
J OWENS © 925.813.0082

Beer and Wine
Served by Antioch Loma Club

LIVE Entertainment!
To be Announced

Family Fun Zone!!!!

\$5 Public Admission
Kids 5 & Under are free!

Proceeds to Benefit:
Lighthouse Youth Mentoring Center
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175+ TROPHIES AWARDED!

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Booth 72 and below, 73 and up, Low Riders, 2000's, Imports, Trucks, Motor Bikes and Most Members

FAMILY EVENT! NO ALCOHOL, NO BOTTLES, NO BBQ PIT, NO COLORS, NO GANG AFFILIATIONS, NO DRUGS!



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AND

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Presents Free Cruise in Car Show
1st Friday of the month

Starting March 4th 2022

4580 Micron Ave Ste C
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Free Raffles

4-8pm 50/50

For more info contact Scott 516-881-8888, Navea 916-713-7028 or Richard 916-281-1345



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CCM General Meeting

Tuesday July 5, 7pm • California Auto Museum 2200 Front Street

HOT DOGS SERVED BEFORE THE MEETING

CCM Brunch

Saturday July 16, 11am at Martha's Taqueria 7753 Roseville Rd 95842 For more info, call or text Mark 916-956-8863.

FOR SALE OR TRADE

- Back seat for 1978... Ramcharger
or trade for Ramcharger springs or shocks
- Springs for 1978... Ramcharger 3-4" lift
(only after I get the (softer) springs I need)
- Replacement (not OEM) Radiator for big block
I have a 3-core and a 4-core
- Carter 4312S Carb
contact Mark Perry 916-956-8863
mark@chlng.com

WANTED

- Brakes for 8 1/4", 8 3/4", 9 1/4" and Dana 60 axles.
I can use parts or complete assemblies.
Trades are welcome here.
Greg Kern 916 204 4626
GregoryCKern@aol.com
- 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

WANTED

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

WANTED

- 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 (now in '37 Plymouth)
Greg Marks 530-285-0140

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