



NEWS

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

Volume 27 Issue 2

February 2019

Upcoming Events

- CCM General Meeting
Tuesday February 5
- CCM Board Meeting
Tuesday February 19
- Reno Auto Museum
Sunday March 31
- Poker Run to Apple Hill
Sunday April 7
- ACCC Conference in April
- Maxwell Car Show in May
- CCM Day in the Park XXVI
Saturday June 22

In This Issue

| | |
|------------------------|---------|
| Airbags, Manuals | 1 |
| Club Info & Membership | 2 |
| More articles | 3, 4, 5 |
| Event Calendar | 6 |
| Ads | 7 |
| The End | 8 |

FCA's big airbag recall

courtesy David Zata, Allpar.com

Shortly after Toyota announced a massive 1.7 million car recall, Fiat-Chrysler US has followed with a global 1.5 million car recall. Both concern Takata-made airbags that could send shrapnel into the cabin. In FCA's case, there have been no injuries or accidents with the vehicles to be recalled, but since the defect is linked to temperature cycling, humidity, and time, as time goes by, the airbags become more likely to fail explosively.

This is the fourth and final phase of a schedule coordinated by the NHTSA and involving all automakers selling in the United States; the pace of the recalls has been based on the danger involved and the availability of parts.

Many FCA customers whose vehicles have been recalled have not been to a dealer for the service; if this is you, please get your vehicle in right away for this important safety fix.

The current wave affects the following vehicles:

- 2010-2016 Jeep Wrangler
- 2010-15 Chrysler 300
- 2011-15 Dodge Charger
- 2010-14 Dodge Challenger
- 2010-11 Dodge Dakota
- 2010 Ram 3500 pickup
- 2010 Ram 4500 or 5500 chassis cab

The recall affects vehicles worldwide. Trivia buffs may be interested in knowing there are 1.4 million affected cars, trucks, and SUVs in the US, 88,830 in Canada, 12,821 in Mexico, and 118,084 everywhere else.

Why Haven't You Read Your Owner's Manual?

Go on the Dodge Demon ownership forum and you'll see plenty of questions about Dodge's 800-horsepower drag car. That's really the main purpose of those forums – owners sharing experiences with others.

But many Dodge Demon (and most other vehicle's) questions can be answered by referencing the manuals included with all new vehicles. Owners manuals are a wealth of information, though let's be honest, few people even know where their owner's manual is, let alone reading it cover-to-cover. After looking through my collection of manuals I can't blame folks for passing on this assignment.

A methodical analysis of the leather pouch in a Demon's glove box revealed the following items:

1. 2018 Challenger User Guide, total pages – 261
2. Drive Mode Supplement (focused on Demon-specific features), 78 pages
3. 2018 Challenger Quick Reference Guide, 14 pages
4. 2018 Demon Supplement, 36 pages
5. 2018 Dodge Challenger SRT Demon Tips, 14 pages
6. Customer Care, Arbitration and Lemon Law Rights, 60 pages

Add it up and you're looking at 463 pages of reading material. Throw out the Customer Care/Lemon Law book and you're still over 400 pages. This doesn't include the Dodge Demon Track Tech Manual from Hot Rod magazine, included with every Demon purchase (arriving separately)—covering everything from the Demon's somewhat specific break-in procedure to the race technologies that make a 9-second ¼-mile possible to the drag technologies so unique to the Demon such as Line Lock, Power Chiller, Transbrake, Torque Reserve, Launch Control, High-Octane Mode—and 3 more available at techauthority.com:

1. 2018 Dodge Challenger Owner's Manual, 500 pages
2. 2018 SRT/Hellcat Owner's Manual, 480 pages
3. 2018 Dodge Warranty Information, 30 pages

(continued on page 3)



Club Information

CCM Board of Directors

| | | | |
|--------------------|-------------------------|----------------|---------------------------------------|
| President: | Bob Berry | (916) 925-0336 | rdnrnboberry@yahoo.com |
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| | | | |
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| Legislative Director: | open | | |

Club Membership Renewal is due NOW !!

It's time! Every member needs to renew their membership each December. If you haven't done it yet, please do it now. The membership/update form is available on our website, or from Gail or Bob or Norm at the General Meeting.

Speaking of CCM Membership...

Welcome to our newest members, we are a Club dedicated to the enjoyment and preservation of cars made by the Chrysler Corporation.

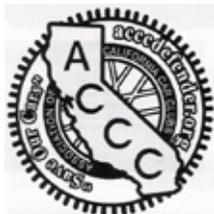
Here is what you get for your membership dues

1. Access to the knowledge of long time members who have restored or rebuilt just about every model of MOPAR there is.
2. Twice yearly, once in the spring and again in the fall, we have a poker run to the wine country with a picnic -- at no charge to members.
3. In April we help host the Association of California Car Clubs Convention at the California Auto Museum.
4. In May we caravan to Maxwell to attend the *Best Little Car Show in the World* produced by one of our club members.
5. In June our club produces our annual car show in Hagen Park which attracts some of the finest MOPARS in the area.

6. This June 30th we will be attending a BBQ and fireworks show at the home of one of the founding members home. Their car collection is a must see.
7. July brings the California State Fair where we have a chance to display our cars one day during the fair.
8. September brings the MOPAR Shootout at Sacramento Raceway produced by one of our members, these are the fastest MOPARS in the area drag racing for money. Our club will have a BBQ during the meet.
9. September we host a show and shine and *free* BBQ at Carmichael Park for all MOPAR fans.
10. In November we have the Tree Trimming and Potluck at the California Auto Museum.
11. In December our club attends the Shriners Hospital childrens toy run.
12. December also brings us our Holiday Awards and installation of next years officers which includes a dinner for members and their guest, at no charge.
13. A website, facebook and newsletter to keep you informed on whats of interest to our members.

These are just some of the events our members have a chance to attend during the year. So keep your MOPAR shined up and bring it out to our events. Plus, during the summer months we put on a BBQ before the monthly meetings.
Can it get any better than that??

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



Guest Speaker Ideas Wanted

We are looking for ideas and suggestions for guest speakers to appear at our monthly General Meeting. In the past we have had insurance agents, oil industry experts, DMV officials, an expert from the WPC museum and various others. These speakers provide information and entertainment for the meetings and are always appreciat-

(continued from page 1)

Sure, there's overlap here, but you're still talking hundreds of pages, not including a UConnect manual also available at techauthority.com, one of the best infotainment (?) systems available on new vehicles.

Looking at this reading list is enough to make any owner throw up his hands and say, "I'll just figure it out as I go", and that approach generally works. But the Dodge Demon isn't most cars, and fully understanding its features and capabilities isn't just smart, it's prudent to safely operate a vehicle with this much horsepower.

The good news is that you can pick your battles here and get the most valuable information without a War and Peace experience. If you can just thoroughly read the 75-page Track Tech manual you'll have the most critical information necessary to fully leverage the Dodge Demon's capabilities. However, the Track Tech manual doesn't touch on the rest of the Challenger's features or the vast array of technology buried in the UConnect system. If you combine the Track Tech manual with the 2018 Challenger Quick Reference Guide (16 pages) you'll be covered for both racing and general driving, but you still won't know the Demon's service schedule. And you won't fully appreciate the UConnect system unless you commit to the "Multimedia" section of the 2018 SRT/Hellcat manual.

Reading just some of this will leave you smarter than the majority of Demon owners, on and off the track!

How to detail your car's interior

courtesy Hemmings

For most car owners, cleaning the interior of their daily driver consists of little more than the occasional 75-cent vacuum rental at the drive-through car wash. As with properly washing a car, the correct care of a car's interior takes a bit of work, but the long-term payback in maintaining a car's value is worth it.

Step one is identifying the materials needed, including both tools and cleaning products. Microfiber towels, bristle brushes - wet and dry, and a vacuum constitute most of the tools you need.

As for chemicals, an auto glass cleaner and an interior cleaner are must-have items, while a rubber preservative is highly recommended. For vehicles with leather, a leather cleaner and a separate leather conditioner are needed, while cloth upholstery can generally be cleaned with the same spray used for interiors. Spray-on plastic and vinyl preservatives

for the dashboard are a matter of individual tastes; if you believe them to be beneficial, just remember that a little goes a long way. In fact, the "glossy" preservatives generally contain silicone oil, and instead of protecting surfaces can actually do more damage by accelerating heat transfer in vinyl dash material. A better option is to simply keep the dash clean and avoid parking in direct sunlight (if possible); for those desiring a sheen on their dash top, some detailers recommend using Pledge furniture polish.

Step one is cleaning interior glass (use a microfiber, not paper towels). If there's heavy film (generally caused by the outgassing of the plastics) built up on the inside of the windshield, it may be necessary to repeat this process two or even three times. When cleaning the rear window, be particularly gentle with defroster elements on the glass, as these can be damaged by harsh scrubbing.

Next comes a thorough vacuuming of the car's interior. Start by removing and vacuuming the floor mats first, paying attention to stains and ground-in dirt; if vacuuming doesn't get the mats clean, carpet cleaner with stain remover is your next step. If you have access to a carpet steam cleaner, this can often be the best way to get heavy soil out of floor mats, but it's probably not worth renting a steamer just for this purpose. When vacuuming the interior, don't forget to get between the seat cushion and seat back, and don't neglect the area under the seats (the realm of the errant french fry). Use the dry bristle brush to sweep dust from vents and controls before vacuuming, and the same technique applies to other interior nooks and crannies (like shifter boots, handbrake boots, instrument pods and such).

Once the full interior is vacuumed, take a moment to assess the next steps. If the seats are stained and dirty (regardless of material), scrubbing with a cleaner and a bristle brush will be necessary. For minor cleaning, spraying leather or vinyl seats with the cleaner of your choice, then wiping with a microfiber cloth, may be all that's necessary. Generally speaking, always follow the cleaning product manufacturer's directions, and when scrubbing use as little pressure as you can to obtain the desired results.

The wet soft-bristle brush is an excellent way to clean the leather of steering wheels and shift knobs. Spray the brush with cleaner, then use it to work up a lather on the leather surface, working one small area

at a time. Use a microfiber cloth to wipe away the lather, making sure the foam (which carries the lifted particles of dirt in it) isn't allowed to dry.

Leather upholstery requires one more step for proper care, and that's the use of a leather preservative. Dry or neglected leather surfaces may require more than one application (buffing with a dry microfiber towel in between coats), but in general, always use the minimal amount of product necessary. As with paint, more light applications are far better than a single heavy application. Avoid using leather preservative on leather-wrapped steering wheels, as it can make the surface slippery, particularly for those with sweaty hands. When treating leather shift or handbrake boots, spray a bit of preservative on a microfiber towel, then gently work this into the leather surfaces. This avoids getting leather preservative into places it shouldn't be.

Next, use the interior cleaner and microfiber towels to wipe down door panels, door arm rests and the center console arm rest. Lotion, bug spray and sunscreen has a habit of accumulating wherever driver and passengers rest their arms, so a more vigorous scrubbing with the wet bristle brush and interior cleaner may be necessary. Even if only a light cleaning is called for, it's best to spray the cleaner on a (clean) microfiber towel instead of the door panel, as this minimizes the possibility of liquid getting into areas it doesn't belong (like electric window controls). Tackle the dash in much the same way, using cleaner sprayed on a microfiber towel (which should also pick up any dust missed during vacuuming). Use care in cleaning the center stack, and use as little cleaner as possible around switches and electronics.

Shoe scuffs on plastic door sills plates and footwells can generally be erased using the bristle brush and spray cleaner method, though this may take a bit more elbow grease.

Those wishing to use a preservative on dash top, plastics and vinyls (even after our warning above) should spray as little as possible on a clean microfiber towel instead of spraying directly on the surface to be treated.

Finally, the last step is to use a dedicated rubber preservative on door and window seals. The best products are expensive, but they will likely allow the original rubber seals to last the life of the car, while eliminating things like wind noise and water intrusion caused by shrinking rubber seals.

RamForumz.com is a large community of like-minded Ram truck owners and enthusiasts who value "on topic," clean discussion. Solutions to problems, maintenance and repair tips, customizing, general discussions and much more covering all generations of the Ram truck can be found here.

This Month in MOPAR History

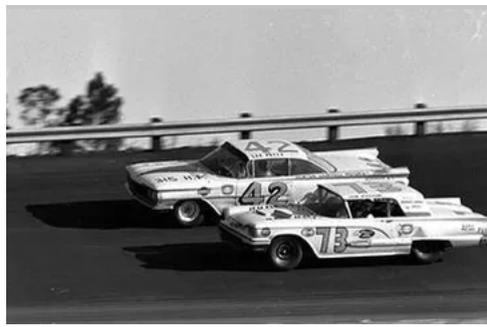
February 15, 2002 - The last Prowler



Chrysler rolled out the Plymouth Prowler concept in 1993 as a follow up to Dodge Viper, which had gone into production the year prior. The concept, influenced in part by famed hot rod builder Chip Foose, garnered enough attention that it was put into production in 1997. The first year Prowler featured a V6 engine that produced just 214 horsepower. Following a one year hiatus the Prowler returned for 1999 with an upgraded V6 putting out 253 hp that was coupled to a four speed, rear mounted semi-automatic transmission. When Plymouth died in 2001 the model was rebadged as a Chrysler until the last one rolled off the assembly line on this day in 2002, bringing total production to 11,702. The Prowler is often given credit for initiating a trend in retro automotive styling. The Chrysler PT Cruiser, Chevrolet HHR and SSR, Dodge Challenger and the next generations of the Ford Mustang and Chevrolet Camaro all followed the introduction of the Prowler.



February 22, 1959 - The first Daytona 500



Lee Petty #42 and Johnny Beauchamp #73 battle on the last lap of the 1959 Daytona 500.

Since the inaugural running of the Daytona 500 on this day in 1959 the race has been widely regarded as the most important event on the annual NASCAR calendar, as it has been the season opener since 1982 and it carries the largest prize purse of any race. The running of the first race, originally named, "First Annual 500 Mile NASCAR International Sweepstakes at Daytona," coincided with the opening of Daytona International Speedway, which was built by NASCAR founder Bill France Sr. There were several lead changes in the first 22 laps until Fireball Roberts shot out front and led for 20 laps before having to pit. The race came down to the final 30 laps when Johnny Beauchamp driving a 1959 Ford Thunderbird and Lee Petty and his 1959 Oldsmobile duked it out. It came down to a literal photo finish. When the race was over NASCAR officials declared Beauchamp the winner, but Petty protested. After three days of reviewing photos and newsreel footage Bill France declared Petty the winner of the first Daytona 500.

Roy Clark, Mopar racer

courtesy David Zatz, Allpar

Famed guitarist Roy Clark, who made numerous TV appearances including a stint as co-host of Hee Haw from 1969 to 1971 and numerous guest-host gigs for The Tonight Show, has died at the age of 85. Generally less well-known than his hot guitar-picking was his record of racing Mopars.



One example was this "Super Picker" Plymouth Belvedere, powered by a worked-over, dual-four-barrel Wedge V8, which he started racing in 1965; the car had a best run of 10.48 seconds at 132 mph, according to Mecum.

Clark could also play guitar in the classical, country, Latin, bluegrass, and pop genres, and had several hits as a vocalist. Those particularly interested in his career can read his 1994 autobiography, *My Life in Spite of Myself*. He started out on television in 1954, as the lead guitarist for Jimmy Dean's band, the Texas Wildcats; he made sporadic but fairly frequent television appearances afterwards, playing two recurring characters on *The Beverly Hillbillies*, before joining Buck Owens for *Hee Haw*.

Clark was married in 1957, to Barbara Rupard, and had four children. He died in Tulsa, Oklahoma, a city which named an elementary school after him, of pneumonia on November 15, 2018.

Mopar Trivia Corner

1. What is the car on the top left corner of the January 2019 Newsletter?
(I told you so)
2. What was the firing order of the very first Mopar Hemi?
3. What does M.S.H.S. stand for?
4. What vehicle did Uncle Jesse drive?
5. When is your CCM Membership Renewal due?

Bonus Q: Pick the name of a famous song from the front page.

Answers will be at the February 5 General Meeting. Anyone with all 5 correct answers will win 2 raffle tickets for the night's raffle.



"You gotta have a car!"



Mopar's Hellephant crate engine and Super Charger blend past and present

courtesy Kurt Ernst of Allpar

Let's face it: Nostalgia still sells, especially to hardcore horsepower junkies. To highlight its latest crate engine offering, the 1,000-hp Hellephant supercharged HEMI V-8, FCA could have dropped it into a current Challenger or Charger and called it done. Instead, the automaker opted to retromod an iconic muscle car from its past which, while remaining a one-off, the Hellephant crate engine and stuff will be available to builders early next year.



Officially, the name of the new engine is the Hellephant 426 Supercharged Mopar Crate HEMI Engine, and its logo blends the legendary 426 displacement number with an angry-looking cartoon elephant. Both are a nod to its heritage, as the 426 street Hemi was frequently called "the elephant," both for its size and its power.

The original 426 street Hemi, which first appeared in 1964, used a bore of 4.25 inches and a stroke of 3.75 inches to return a calculated displacement of 425.59-cu.in. Fed by a pair of four-barrel carburetors, the 1964 engine made as much as 425 hp at 5,600 rpm (with 12.5:1 compression ratio), though by 1968 — the year the Super Charger concept left the assembly line — was making this same output at 5,000 rpm with 10.25:1 compression ratio. Today, the largest normally aspirated HEMI V-8 in FCA's catalog measures 6.4 liters (392-cu.in.), far short of the original street Hemi's displacement.

The Hellephant rights that wrong. With a bore of 4.125 inches and a stroke of 4.0 inches, its actual

displacement measures closer to 428-cu.in., but that number doesn't resonate with the Mopar faithful. In any event, such nitpicking over details misses the entire point: No domestic automaker has ever built and sold a crate engine that produces 1,000 hp and 950 lb-ft of torque, until now.

FCA says the engine block itself is all-aluminum, derived from the item delivered in Mopar Dodge Challenger Drag Pack race cars, but configured for street use. The built-up Hellephant engine features valve covers from the Dodge Challenger SRT Hellcat Redeye; valve train, valves, locks, and retainers from the Dodge Challenger SRT Demon; a high-lift cam; and custom-forged pistons. To ensure the oily bits stay on the inside under boost, the compression ratio is a more-forgiving 9.5:1.

Though available as a stand-alone unit, Mopar will also offer a series of kits to make installation as painless as possible, particularly in older cars. The Hellephant 426 Supercharged Mopar Crate HEMI Engine Kit includes an unlocked powertrain control module (PCM), tuned to produce the claimed 1,000 hp; a power distribution center; an engine wiring harness; a chassis harness; an accelerator pedal; a ground jumper; oxygen sensors;

charge air temperature sensors; a fuel pump control module; and a CANBUS interface device. There's also a front-end accessory drive kit, which includes an alternator, P-S pump, belts, pulleys, and more.

Given that the '68 Charger is marking its 50th birthday this year, FCA chose the car as a means to highlight the Hellephant crate engine, cleverly calling it the "Super Charger." In the Super Charger, the Hellephant is paired with the stock six-speed manual from a Challenger Hellcat. Fiberglass flares, extended wheelbase, lowered, with interior and exterior pieces borrowed liberally from the SRT Hellcat, the Demon, Viper and current Charger, and creative plumbing to fill out the package, while aggressive graphics leave no mystery what this car is about.

The Hellephant will be available some time this year, though pricing hasn't been announced yet. Those in the know expect it to cost somewhat north of the \$20,000 of the Hellcrate, and it will be the strongest turnkey crate engine package offered by any of the American automakers.

Dodge Demon arrives in Lego world

courtesy Patrick Rall, Allpar



While there have been images floating around the internet for some time showing the 2018 Dodge Challenger SRT Demon in Lego form along with a 1970 Charger, FCA officially announced the new toy package this week.

The 2018 Dodge Challenger SRT Demon is joining the Lego Speed Champions series as part of a combo pack that includes a 1970 Dodge Charger R/T, three Lego figurines and a Lego drag strip Christmas tree, plus other accessories.

To promote this Mopar muscle car Lego kit, Dodge even made a video for their YouTube channel titled "Metamorphosis," featuring Mopar drag racer and Dodge Hellcat Challenger owner Leah Pritchett.

It could be said that the figurine included with the 2018 Demon is Leah Pritchett in Lego form, although the packaging doesn't state that. She is wearing the same race suit at the figurine.

"We know that many of our Dodge//SRT enthusiasts become fans of the brand at an early age, and like me, also grow up building LEGO vehicles that we dream of one day driving on the road," said Steve Beahm, Head of Passenger Car Brands, Dodge//SRT, Chrysler and FIAT — FCA North America. "With the new Speed Champions set featuring the 2018 Dodge Challenger SRT Demon and the 1970 Dodge Charger R/T, our youngest fans can now build and jump into the 'driver's' seat of two of their ultimate fantasy muscle cars."



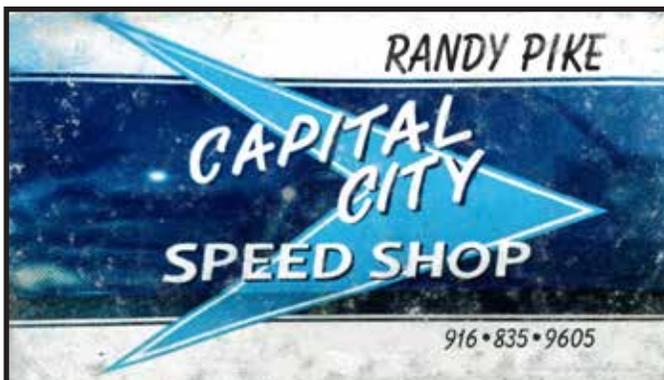
**Capital City Mopars
Event Schedule**



The events listed below are shown as either with dates, or 'pending' without dates. As the 'pending' events receive dates, they will move to 'confirmed' status.

Date of last revision: 1/30/19 19:07

| | Date | Event | Location | Contact Info | Club Event |
|-----------------|---------------------|---|---|--|------------|
| | | Club Events Are In Bold Type | | | |
| February | 2/15 -2/17/19 | Sacramento Autorama | Cal Expo | Check website | No |
| March | 3/2/19 | Rio Linda Car Show | Rio Linda HS, 9 a.m. to 1 p.m. \$20 fee | | No |
| | 3/5/19 | Capital City Mopar Meeting | California Auto Museum; Spaghetti Night | Bob | Yes |
| | 3/16/19 | Casa Roble High School Car Show | Casa Roble HS. | | No |
| | 3/31/19 | National Auto Museum | 10 South Lake Street, Reno NV Open from 10 a.m. to 4:00 pm. Admission fees: Adult \$12, Senior \$10, Youth (6-18) \$6, Children free | Jack and Bob suggest club arrival time of 10:30 | Yes |
| | 3/30 - 31/19 | Good Guys 37th All American Get Together | Pleasanton, CA | | No |
| April | 4/2/19 | Capital City Mopar General Meeting | California Auto Museum | Bob | Yes |
| | 4/7/19 | Capital City Mopar Poker Run | Cruise to Apple Hill; depart time and location TBD | Norm | Yes |
| | 4/7/19 | Stockton Parts Swap Meet | Stockton Fair Grounds 6 a.m. - 3 p.m. Entry fee \$8 | 209-948-5307 | No |
| | 4/14/19 | Squeeze In Car Show | Squeeze In Burger Place, Roseville Starts at 5 p.m. and is free. Lots of cool cars | | No |
| | 4/27/19 | Car & Parts Swap Meet | Cal Expo, 7a.m. - 1 p.m. Admission \$10, parking \$12 | 916-955-8777 | No |
| May | 5/5/19 | Spring Turlock Swap Meet | Stanislaus County Fairgrounds | 209-201-8491 | No |
| | 5/7/19 | Capital City Mopar General Meeting | California Auto Museum | Bob | Yes |
| | 5/10/19 | Auburn Cruise Night | 5 - 9 p.m., Lincoln Way. Only for pre-1972 cars and trucks | 530-878-7936 | No |
| | 5/11/19 | Berry Fest Classic Car Show | Placer Co Fairgrounds, Roseville \$15 | 916-947-0689 | No |
| | 5/16 - 5/18/19 | Petaluma's Salute to American Graffiti | Petaluma, CA | Check their website | No |
| | 5/16/19 | Motherlode Cruise | Jackson CA 10 a.m. - 3 p.m. \$35 entry fee | 209-304-6269 | No |
| | 5/19/19 | | | | |
| June | 6/2/19 | Thunder Valley Show & Shine | Thunder Valley Casino 4-7 p.m. | | No |
| | 6/4/19 | Capital City Mopar General Meeting | California Auto Museum | Bob | Yes |
| | 6/3 - 6/4/2019 | Good Guys Summer Get Together | Pleasanton CA (more info later) | | No |
| | Date Pending | Mopar Car Show goody bag assembly | Mark Perry's house | Mark & Cindy | Yes |
| | 6/21/19 | Mopar Car Show Set up 2 p.m. | Hagen Park, Rancho Cordova | Tom | Yes |
| | 6/22/19 | Mopar Day in the Park | Hagen Park, Rancho Cordova | Tom | Yes |



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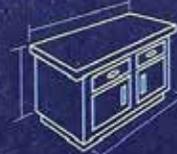
Looking for a special gift to give to your car guy or gal? How about a "Gearhead" membership to the California Automobile Museum? Several membership options are available. Membership information and an application form can be downloaded from the CAM website at calautomuseum.org.

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What We're All About

Capital City Mopars (CCM) provides a place to share your enthusiasm and knowledge about Mopars and enjoy the company of other Mopar enthusiasts. CCM membership is open to anyone interested in Chrysler Corporation or American Motors vehicles who are eighteen years or older and have a valid drivers license. Annual membership dues are \$36 for regular members and an additional \$6 per co-member. One co-member is allowed for each regular member. The co-member must reside in the same household and be eighteen years or older. All members and co-members are required to participate as worker/chairperson in at least one function per year, and everyone must work at the annual car show.

The Lunch Bunch

Several CCM Members have been meeting for lunch at various locations in town, on the last Wednesday of the month - next one will be February 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.

Donate Raffle Prizes

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

DMV Help Line (916) 657-6560

Note: Complimentary car club member passes to the California Auto Museum can be obtained from President Bob Berry or Treasurer Norm Benedict. Passes can also be mailed with your newsletter when requested.

CCM Members!
Got a business?

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

Next Meeting

Tuesday February 5

7:00 pm

California Auto Museum

2220 Front Street, Sacramento