



NEWS

Upcoming Events

- **CCM General Meeting**
Tuesday February 4
- **CCM Board Meeting**
Tuesday February 18
- **The Lunch Bunch**
Wednesday February 26
- **Bunch Brunch?**
Sunday February 23
- **CCM Day in the Park 27**
Saturday June 27



9 TIPS TO MASTER THE ART OF ROAD TRIPPING

courtesy Kyle Smith, Hagerty Insurance

Road trips are a mythical thing. Some consider them a rite of passage on the journey of life, but though the adventure of travelling by car or motorcycle is extolled to no end, the less glamorous details are often left out. These big adventures can take wrong turns—both literally and figuratively—with alarming speed.

With a little experience, any road trip can be fantastic, but if you're unsure of where to start we assembled these nine tips:

- Bring snacks. This is no time to start a new diet.
- Bring a friend—or don't. Make sure your road-tripping cohort matches your adventure style. Sometimes, a solo road trip is not a bad thing.



- Have a camera for planned (and spur-of-the-moments) photos. If properly prepared, and accompanied by a co-driver, you may capture memories to laugh (or wince) over for many years to come. If you're adventuring solo, pictures can preserve memories of beautiful routes or a trusty motoring steed for the future.
- Make it an event. Guarantee a good time by joining a car club tour or a Hagerty Touring Series event. It'll take the stress out of planning, and you'll likely make new friends.
- Carry a paper map. We reflexively use our cell phone's navigation app and can easily forget about the paper option. Even if you don't want to go off the grid, a paper map is a nice backup for when you wander into spotty or

non-existent cell signal coverage.

- Pre-pack fuel additives or any other special fluids your car needs. Your adventure may take you to some out-of-the-way places with fewer options than your favorite parts store (or stores). If your machine requires special oil, fuel additives, or other items, be sure to have them stored in the trunk or under the seats.
- Have a plan—or don't. There seem to be two schools of thought regarding road trips: Have a plan, down to the exact mile; or have nothing more than a car and a preferred cardinal

direction. Decide how daring you are, and tailor your trip accordingly.

- Clean your car. Yes, we know it will get dirty immediately. However, starting off by cleaning the car both inside

and out will help you find any flaws or potential snags prior to leaving and, in addition, make you more comfortable and organized on the road.

- Start small. If you are unsure about all this, try a day trip just an hour or two away from your home base. It's still a road trip—and an enjoyable one at that.

These tips will start you down the path of becoming a road trip master, but the details of your dream road trip are entirely up to you. From the route and the vehicle to the food stops and the seasonal timing, the journey depends on your goals and the challenges you set for yourself. In the end, it's all about hopping in your car (or truck or bike) and getting out there.

In This Issue

| | |
|--------------------|-----|
| News | 1 |
| Articles & photos | 2-5 |
| Calendar & Events | 6 |
| Member's biz cards | 7 |
| The End | 8 |



Club Information

CCM Board of Directors

| | | | |
|--------------------|-------------------------|----------------|---------------------------------|
| President: | Bob Berry | (916) 925-0336 | rdnrboberry@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 | cindypearl916@gmail.com |
| Membership: | Richard Teerlink | (916) 631-0297 | rteerlink@me.com |
| Newsletter Editor: | Mark Perry | (916) 956-8863 | mark@chIngr.com |
| Webmaster: | Anthony Garcia | (916) 985-8523 | webmaster@capitalcitymopars.com |
| Car Show: | open - please volunteer | (916) 283-6112 | carshow@capitalcitymopars.com |
| Activities: | John Riordan | (415) 823-7009 | johnriordan2854@comcast.com |
| Members at Large: | John Gerson | | |
| | Steve Archer | | |
| | Mark Perry | (916) 956-8863 | mark@chIngr.com |

CCM Staff Members

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

Club Meeting News, in brief:

- Board Meeting had 8 Board members, and 19 attended the General Meeting, including new member Dan Shepherd.
- Treasurer Norm reported the club has total assets of \$ 6,443.72.
- Webmaster Anthony has updated the car show application and flyer, and they're available on the site.
- Membership: Richard reported we now have 63 members and 33 co-members.
- Competition: Mike says there's not much going on. Test & Tunes on Saturdays.
Feb. 5 – Winter Warm Up
Feb. 12 – ET Series
- A recap of events: We had 35 happy members at the Holiday Party, and 9 Mopars carrying 17 people had a great time at the Shriner's Toy Run. CCM donated \$500 to the Shriner's Hospital, as well as facilitating the donation of a big TV by Hoblit Dodge.
- A CCM brunch was planned and held at Flapjacks on El Camino, Sunday, January 26. It was a success, with 14 members eating and visiting. We'll try this again in February, at a different spot.
- Car Show planning is progressing, although we still need someone to step up to be the Car Show Coordinator. Is that you?
- Announcements:
Mopar Day in the Park 27 – Saturday June 27, 2020
Spring Fest is March 20-21, Flyer is sent to John Riordan, info at socallx.com
Membership renewal is due now, if you haven't re-upped yet, please do it today.



TRUE CONFESSIONS OF A LIFELONG CHALLENGER FAN

courtesy John L. Stein, Hagerty Insurance

Incredible as it seems, after gold was discovered in California in 1849, it was free for the taking. While I'm not quite old enough to remember those days, I can report that the streets were similarly awash with collector cars in the mid-1970s, and many were also practically free for the taking. That's because at the time, the 1950s through 1970s models so coveted today were just old cars – often left in disrepair in side yards and alleys, carports, streets and driveways. They were in essence gold nuggets, begging to be harvested by enterprising youths. And my buddies and I were just that.

In lieu of traditional summer employment during our college years, my amigos Bill and JG and I patrolled Los Angeles neighborhoods, looking for signs of abandonment in desirable cars: low tires, spider webs on the undercarriage, dirty and disheveled, expired tags – sure signs of a car in disuse. From there, knocking on doors usually located the owner, who often jumped at an easy sale of a problem car.

You may think this is only a fantasy rearview, but I swear this next part is true. Bill once snagged a 1967 Pontiac GTO "post" coupe for \$100, and he and JG bought a '65 Mustang fastback for \$500. Bill and I got a '58 Cadillac Series 62 convertible for \$350. And I landed an air-conditioned '64 Thunderbird convertible for \$150, a '71 El Camino SS 396 for \$600, a '67 GTO 4-speed convertible for \$800 and a '61 Chrysler Newport convertible for \$365.

But others got away, including a sweet 1970 Dodge Challenger convertible. It was metallic blue with a weathered white top and white interior, which we decided made it a "lady's car" rather than a more muscular ride befitting SoCal surfers. It did have a console-mounted gun-handle shifter for its Torqueflite automatic and a V-8, albeit an entry-level 318-cid version with a two-barrel carb. Even then, we knew this positioned the convertible several rungs below the high-output 383 Magnum, 440 SixPack and Hemi options. And with its white top and interior, it just didn't hit enough marks for us. As well, the interior seemed rather cheaply made, with faux-wood trim and plastic door panels chalky from sun exposure after only a few years. It was also expensive by our standards, with an asking price of \$1600. We passed.

Human emotion is predictable, however, and over the decades I've often thought about that Challenger convertible and how cool it would have

been to squirrel it away for a few decades and then rebirth it with a black interior and top, Rallye wheels, F70 white-letter tires, a Shaker hood and R/T graphics. It could have been the love of my life, for the rest of my life.

Recently this Shakespearean regret, dormant all these years, reemerged when Dodge launched the latest modern-generation Challenger, the 2015 SRT Hellcat. Seeing that car brought it all back in a rush, so much so that I had to drive one. The newest version has been around since 2008, and Dodge has done a great job expanding the platform to eight different models – although none are convertibles. The new supercharged Hellcat crouches at the top, the modern-day equivalent of the 1970-71 Challenger Hemi. With a claimed 707 horsepower and 650 lb-ft of torque, it promises a heroically good time, and offered the perfect excuse for a road trip with the old amigos. They said yes immediately.

We charted a course from L.A. to Carson City, Nev., near Reno's annual Hot August Nights, and then up to emerald Lake Tahoe in the Sierras, a thousand-mile round trip with plenty of desert two-lanes, mountain passes over 8,000 feet, and a host of tumbleweed towns along the way. Plenty enough to challenge the Challenger Hellcat's performance and livability too.

Given its fairly low-spec 318-cid V-8 and automatic trans, I never expected the '70 Challenger to be much of a rocket ride. But I had high expectations for the new Hellcat. While I've tested cars with more than 600 horsepower before, I'd never flat-footed one with 700-plus. So you could say the anticipations were great when we headed north in the Hellcat.

As a 1920s Brough Superior motorcycle brochure said, "It is very satisfying to know that you are astride a machine which, if you wish, can leave behind anything on wheels." This pretty much sums up the Hellcat. Except its strength seems more like that of a big Allegheny locomotive than an explosive Superbike. Although plenty fast, at 4,488 pounds the Hellcat is also chunky, and while it handles great on smooth roads, you can feel this heft when the pavement undulates or wallows. Fortunately the touch-screen adjustable suspension and stability-control functions are highly adaptable, providing a huge safety net to help you manage all that power.

The most overwhelming impression of the Hellcat is its tremendous bandwidth – a true GT car. While the engine and exhausts are ominously loud at idle, at 70 mph on the freeway, the interior

sound level measures a quiet 71 dBA, and there is surprisingly little noise from the fat 275/40ZR20 Pirelli summer tires. The supercharged engine makes power everywhere, so much that the six-speed manual gearbox seemed like overkill. A way around constant shifting is to intentionally skip gears, such as shifting from first to third to fifth, treating the gear gates like an a la carte menu.

Just like the old muscle cars, the Challenger has a huge trunk, meaning that we were able to take everything we wanted for a long weekend, including an inflatable kayak and paddles, duffel bags, some sports equipment and electronics. No limitations there. And the creature comforts were excellent, including heated and ventilated bucket seats. A booming HD audio system, built-in Wi-Fi and Pandora radio made the ride even better. Fuel economy was decent too; we observed 17 to 21 mpg depending on conditions, equivalent to most modern pickups – with way more pickup.

After nearly four decades since my first Challenger drive experience, I was happy to experience Dodge's ongoing commitment to the nameplate. Its performance is just as audacious as the old Hemis of the 1970s, but it possesses way more sophistication. Admittedly, like the old muscle cars, the latest Challenger remains too big and heavy to be considered a sports car, but that's just fine with me. It is what it is without apology. What remains is whether it's a better buy than the '70 model we considered so many decades ago. The MSRP for our 2015 SRT Hellcat test car was \$62,080, compared to Hagerty's estimated \$53,700 high value for 318-cid '70 convertible today. Very close!

Unquestionably, the new Hellcat is a better car in every way, from performance and comfort to reliability and safety, than the older model. And yet, with the right R/T additions, that old '70 Challenger convertible would be an awesome weekend driver. And I still haven't forgotten it. So I've already decided when I win the \$115,780 Plum Crazy Lottery, I'm getting one of each. 



10 AUTOMOTIVE TERMS THAT MUDDY FACT AND FICTION

courtesy Don Sherman, Hagerty Insurance

There's a lot of misinformation and nonsense out there among non-experts who parrot certain phrases or terms, without really understanding what they mean. Here are a few favorites.

All-aluminum engines

No manufacturer yet has made a crankshaft out of aluminum. Same goes for piston rings, exhaust valves, and the fasteners tying everything together.

Steel brakes

Brake rotors are made of cast iron or, in some cases, carbon-ceramic material which begins as a mix of carbon fibers bound with special resin. Cooking that blend for an extended period in a vacuum yields a ceramic material that's excellent for stopping race cars and supercars. For more affordable cars, grey iron provides the best heat transfer while ductile iron's higher strength is preferred for vented rotors. Motorcycles are a special case where stainless steel discs sacrifice some performance while avoiding unsightly rust caused by splashing through puddles.

Anti-sway or stabilizer bar: This transverse steel rod linked to your suspension system twists to resist body roll in turns. That's why it's most accurately called an anti-roll bar. Worried that you'd fret over your car tipping over, manufacturers coined meaningless alternative terms.

Perfect or ideal weight distribution

BMW and others would have you believe that 50:50 front-rear is the correct answer. Generally speaking, it's not. Front-drivers perform better with more than 50 percent of their weight carried by the front wheels and vice-versa for rear-drivers. Cars with four-wheel drive have more agile steering response with a rear bias. The ultimate balance depends on several factors: center of gravity height, polar moment of inertia, tire size stagger, and spring and damper rates, to cite a few. Supercars, for example, typically carry 65 percent of their weight on their rear tires to optimize acceleration, cornering, and braking performance.

Strength vs. stiffness

Car parts that lack sufficient strength will fracture—as in actually crack or break in two. Ideally, that occurs only during severe collisions. Insufficient stiffness means that a suspension member, the body structure, or some other crucial part deflects too much under normal loading, impairing ride quality and handling precision. Every steering system component must be stiff to transport the subtle but useful feedback forces from the tire contact patches to the driver's hands.

AWD vs. 4WD

This confusing construct was created to distinguish vehicles that employ four wheels for propulsion all

the time from those with the means to manually engage a second drive axle when the road is slippery or non-existent. AWD can signify full-time four-wheel drive (such as most Audis and Subarus). Many modern AWD systems have intelligent controls that engage the second axle automatically and temporarily when slip is detected at the primary drive axle. Most AWD vehicles have a third center differential to accommodate the rotational speed differences that exist between the front and rear axles though the extra diff isn't needed with automatically engaging AWD.

4WD indicates part-time maximum traction (Jeep Wrangler), often used in vehicles where the driver can select 2WD or 4WD modes with a switch or a button. 4WD is a common feature of modern pickup trucks and heavy-duty SUVs.

Exemplary aerodynamics

Carmakers love to tout low drag coefficient (Cd) figures to celebrate how readily their bullets pierce the wind. Lower is always better and any Cd below 0.30 is cause for popping a champagne cork. But before you begin swilling the bubbly, understand the rest of the equation. What really matters is drag area, the product of a car's drag coefficient multiplied by its frontal area (CdA). In other words, a large slippery auto may perform no better than a tidier one with a higher drag coefficient.

Torque vs. horsepower

This is an epic battle intensified by today's onslaught of battery-electric cars. First, let's distinguish between static and dynamic torques. Static torque is what you apply to your engine's head bolts during rebuild and is indicated by the dimensional units foot-pounds (or ft-lbs). To cinch the bolts at 100 ft-lbs, you apply 50 pounds of force to a two-foot-long wrench.

Dynamic torque is the rotating force that exits an engine's crankshaft. The preferred units are pound-feet, lb-ft, or newton-meters if you've made the metric leap. When you see units misquoted as lb/ft by some witless writer, please pen a scathing letter to the editor.

Eighteenth-century inventor James Watt observed that a horse powering a sawmill needed one full minute to hoist a 33,000-pound load one foot upward. He defined that work as one horsepower. In his honor, the metric expression for work is kilowatt.

In the greater scheme of things, the amount of torque produced is proportional to the quantity of air flowing through the engine (or the size of an electric motor). The goal is maximum torque at the lowest rpm with the ability to sustain that output for as long as possible. The torque plot for a perfect engine or motor (none exist) would consist of a straight line from idle to the redline—the so-called "flat torque curve."

Torque versus horsepower discussions inevitably devolve to a debate of which is better. The answer depends on your driving style. If you have an automatic transmission and you hesitate to downshift passing a car in traffic, you want right-now torque—the more the better. Any Tesla Model S or Chevy Bolt owner will spout chapter and verse about the instant torque they enjoy in daily driving. But if you're a more aggressive driver who dwells at the upper half of the tachometer's sweep, horsepower is your best friend. Your engine's bottom range is merely for backing out of the garage. Your throttle is the trigger that unleashes more rpm and maximum power. Bottom line: torque is for painless tooling around, power is what gets you home in time for dinner.

Weight transfer

Your car's weight is a vector—a force proportional to its mass directed toward the center of the earth. Think $W = \text{mass} \times g$, with g as the acceleration due to gravity. Your car's mass permanently resides at its center of gravity, varying only in three specific instances. Its map coordinates change as you drive to work. And your car's weight diminishes as you consume fuel or drop the kids off at school. During the body's roll and pitch motion, the C of g also moves slightly from its static location.

What's popularly (yet erroneously) known as weight transfer is more accurately described as load transfer. Drive around a corner and some of the load borne by the inside tires is "transferred" to the outboard tires. Step on the brake and the rear tires are unloaded while the front rubber is squished more firmly into the pavement. The opposite happens during acceleration. The amount of load transfer depends on the severity of the maneuver and the height of the car's center of gravity which, as noted above, moves little during the tires' tap dance on the pavement.

Where the rubber meets the road, dynamic forces point in three different directions. The share of the car's weight a tire carries, diminished or augmented by load transfer, presses downward on the vertical axis. Increasing the vertical load applied to any tire increases traction—its ability to produce fore and aft and lateral forces. In the horizontal plane, the fore and aft axis represents the acceleration or braking force produced by the tire. Cornering forces reside in the horizontal plane on the lateral axis.

Venial sins of nomenclature

The term "crossover" was coined to describe a blend of car and truck components and traits. Like "wagon" and "SUV," the crossover label has by now run out of gas. The same is true of import versus domestic ID tags. Given the car business's world scope, distinguishing between a Ford Fiesta manufactured in Mexico and a Honda Accord made in Ohio is fruitless.





Grass Valley Car Show

Saturday, May 2nd, 2020

GOODGUYS
Auto & Custom Restoration
Alameda County Fairgrounds

MEMBERSHIP · SHOP · FRIENDS · SALES · INFO

38th All American Get-Together
March 28 & 29, 2020
Alameda County Fairgrounds
4501 Pleasanton Ave., Pleasanton, CA 94566

Saturday, March 28 - 8:00am to 5:00pm
Sunday, March 29 - 8:00am to 4:00pm

30th Anniversary

REDDING CA. **KEEL APRIL** Classic Car Show

April 18-26, 2020

HOME · SCHEDULE · PARTICIPANTS · SPECTATORS · ABOUT · CONTACT US

REGISTER NOW! SPRING FLING XXXIV
APRIL 18 & 19, 2020
(CLICK TO REGISTER)



LORE TULLOCH LIONS CLUB
HOT COPPER
CAR SHOW 2020
Saturday - May 2nd - 8am to 3pm

TOWN SQUARE at COPPEROPOLIS
FREE EVENT - FOOD & DRINK - MUSIC & RAFFLES - AWARDS
Sponsorship & Registration Info: call Bob 209-745-0422
www.hotcoppercarshow.com

CARS AND COFFEE
A CAR SHOW ... AT COFFEE

HOME · CALENDAR · SHOWS · SPONSORS

Car Show Benefitting
Special Needs children



2/22/20 Taylor's parking lot in Loomis 10AM-3PM

Bring Your Classic Cars/Trucks, Modern Sports Cars, or any other big trucks.

Greg Borrelli's May Madness Classic Car Show & Parade

100 15 46 58



| date | event | location | more info / contact |
|------------|----------------------------------|------------------------|----------------------------|
| 2/4/20 | CCM General Meeting | CAM, 7pm | Bob |
| 2/14-16/20 | Autorama | Cal Expo | rodshows.com/sa/index.html |
| 2/18/20 | CCM Board Meeting | Round Table Pizza, 7pm | Bob |
| 2/23/20 | Bunch Brunch? | ?? | Mark |
| 2/26/20 | The Lunch Bunch | ?? | John |
| 3/3/20 | CCM General Meeting | CAM, 7pm | Bob |
| 3/17/20 | CCM Board Meeting | Round Table Pizza, 7pm | Bob |
| 4/26/20 | CCM Poker Run | Wendys | Norm |
| 6/27/20 | CCM Day in the Park XXVII | Rancho Cordova | CapitalCityMopars.com |



Mopar PERFORMANCE
VALVE LASH ADJUSTMENT CHART

| | IN. | EX. |
|----------------------------|-----|-----|
| TDC #1 FIRING, SET | #2 | #8 |
| ROTATE 90°, SET | #1 | #4 |
| ROTATE 90° MORE, SET | #8 | #3 |
| ROTATE 90° MORE, SET | #4 | #6 |
| ROTATE 90° MORE, SET | #3 | #5 |
| ROTATE 90° MORE, SET | #6 | #7 |
| ROTATE 90° MORE, SET | #5 | #2 |
| ROTATE 90° MORE, SET | #7 | #1 |

Facing front of engine, rotate clockwise.

Fig. 2: V8-318 and 360 Engines Engine Firing Order: 1-8-4-3-6-5-7-2 Distributor Rotation: Clockwise

Fig. 2: 400" & 440" Engine Firing Order & Timing Mark Identification.

The Bunch Brunch ??

The last Sunday of January, we tried getting together for brunch at a local pancake palace. It was a success, with 14 members attending. Let's try it again, for the last Sunday in February, 10am. Somebody will think of a good place, and Norm will kindly send out an e-mail flash so we'll all know. If you have an idea for a place, or for more info, call or text Mark 916-956-8863. See you then?

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



SACRAMENTO, CA



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 appreciated.

Joe Giuntini

Regional Account Representative
Northern California



HAGERTY

☎ 800-922-4050 Ext. 8017
☎ 925-323-9358
✉ jgiuntini@hagerty.com
F 231-941-8227

**Hoblit Chrysler Jeep Dodge
Ram SRT**

333 Main Street, Woodland, CA 95695

Sales: (844) 257-3092 Service: (844) 257-3092



RYAN DURHAM

Realtor
CalRE #02081892

M: 916.284.9241
ryandurham@ryandurham.realtor
www.ColdwellBanker.com

5034 Sunrise Blvd
Fair Oaks, CA 95628



Owned by a subsidiary of NRT

Doctor Injector

Fuel Injector "Ultrasonic" - Cleaning,
Testing & Sales For The Automotive
Professional And The Do It Your Selfer
O-rings, Filters, Pintel Caps, Injector Plugs

JAKE ROSEN

Sales Manager
2605 Palo Vista Way
Rancho Cordova, CA 95670
916-222-7126
docinjector@hotmail.com
www.doctorinjector.net



Tony Vang
Store Manager
Assistant Vice President
NMLSRIID: 663733

Sacramento Sunrise
MAC A0721-011
Sunrise Blvd
Citrus Heights, CA 95610
Tel: 916 547 2000
Fax: 916 965 3152
24 Hour Cust. Service: 800 869 3557
Customer Service: 800 225 5939 Bus
vangtox@wellsfargo.com

Wells Fargo Bank, N.A.



11127 Folsom Blvd, Rancho Cordova, CA 95670, Phone: (916) 838-2388

FREE

**ONE Flat Repair,
ONE Tire Rotation, and
ONE Tire Inspection!**

You receive this coupon into the America's Tire store in Rancho Cordova.



MARK MASTERSON

2650 Mercantile Drive, Suite A, Rancho Cordova, CA 95742
Phone 916.631.0011 Fax 916.631.0033
mark@collectorcargarage.com

**OVERKILL
PERFORMANCE**

Specializing in Forced
Induction Performance and
Custom Show / Race Builds

www.facebook.com/OverkillPerformance
@OverkillPerformance
OverkillPerformanceGarage@gmail.com

Joshua Howard

Owner/Builder

(916)912-8806

* By Appointment Only *

"Bringing Performance Back to the
Forefront of the Car Enthusiast Community"

Landscape & Construction
Materials

HASTIE'S

**CAPITOL
SAND & GRAVEL**

9350 Jackson Road • Sacramento, CA 95826
(916) 361-2760 • Fax: (916) 361-2441
www.hastiessandandgravel.com

SEAN ESKILSEN

Owner

(916) 852-7109

Fax (916) 852-8840

River City



Complete Differential Service
Gears • Post's • Lockers

Differentials

11366 Amalgam Way • Rancho Cordova, CA 95670

RANDY PIKE

**CAPITAL
CITY
SPEED SHOP**

916 • 835 • 9605

musclecarshootout@yahoo.com



PO Box 340426
Sacramento CA 95834-0426
www.CapitalCityMopars.com

RETURN SERVICE REQUESTED



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 February 4

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, except December. The next one will be February 26. 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

Mopars in the Park

XXVII

Saturday June 27

Come One, Come ALL !!