



NEWS

Volume 30 Issue 2

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

February 2022

Upcoming Events

- **CCM General Meeting**
Tuesday February 1, 7pm sharp
CA Auto Museum
- **Bunch Brunch?**
Saturday February 12,
see back page
- **CCM Board Meeting**
Tuesday February 15, 7pm
Bob Severin's home
- **The Lunch Bunch**
Wednesday February 23, TBA
- **See page 6 for more**

IN THIS ISSUE

Plymouth XNR
1937/Challenger
My First Mopar

The Plymouth XNR

by Bob Severin, CCM

What is the XNR???

It is the ultimate creation of Virgil Exner, who designed the amazing Mopars of the 1950 & 1960s.

Virgil Max Exner Sr. was a car designer for various companies in America, most notably Chrysler. He is famous for his innovative look in the Chrysler products in the 1950s and 1960s, creating the Forward Look, a style that used aerodynamic qualities and fins to enhance performance.

While many luxury automakers went bankrupt during the Great Depression of the 1930s, Plymouth remained popular and was an important factor in Chrysler survival before and after World War II.

In the 1940s, Plymouth became one of the best-selling American brands together with Chevrolet and Ford.

The company continued to grow in the early 1950s, but sales started to decline when General Motors began using styling cues from its Motorama concept cars on production models. While the Chevs and the Fords became more stylish, the Plymouths remained tall and square-ish, a design language imposed by the company's conservative president, K.T. Keller.

But as sales started to slow down, Keller hired Virgil Exner and gave him a free hand. Exner's conceptual designs spawned more futuristic looking production models that were advertised with the tagline "suddenly it's 1960!" The new cars placed Plymouth on equal ground with Ford and Chevy and the Chrysler-owned brand wanted to take things up

a notch.

The only thing missing from the lineup was a proper sports car to compete against the Chevy Corvette and Exner wanted to put an end to that.

Exner's proposed Corvette-killer, influenced by old

race cars, such as the Jaguar D-Type, featured an unusual asymmetrical design. A large off-set hood scoop, concentrated on the driver's side of the car, led to an extended blister fairing that ran down the hood and into the cowl. The fairing was picked up in the headrest, where it flared back into a stabilizer fin that culminated in a bold chrome asymmetric cross. The cross was a striking design made from the intersection of bumper blade and fin. Originally known as the Plymouth Asymmetrica, the car changed its name to XNR, after its designer, during the construction phase. Once revealed, the critics thought that the asymmetrical design it employed was purely a gimmick that could have no practical application. Exner disagreed, and according to Chrysler's promo brochure, the XNR introduced Asymmetrical Design; "an entirely fresh element in automotive aerodynamics which may well affect the shape of cars to come." And it did. Chrysler used many concepts and ideas from the XNR to design production models after 1960. See the first production Dodge Darts and Valiants!

Exner infused Chrysler design with state of the art styling to match its engineering prowess. (Mopar Action article excerpts) XNR had an unusual asymmetrical design with all major streamlining areas located off-center and in line with the driver. The wedge-shaped design featured an unusual driver's headrest with a large faired-in stabilizing fin at the rear which culminated in a large X-shaped chrome bumper... This created an unusual eye-catching dramatic visual effect. The passenger seat of this Corvette-killer design 2 seater was lower than the driver's side: allowing the installation of a LeMans-style tonneau cover that easily converted the XNR into a unique single-seat racer! The new slant 6 engine provided enough power to take the XNR up to 150 mph... The low hood was due to the unique 30-degree angle of the slant 6 cylinder block from the vertical plane. (Slant 6 engines were developed by Chrysler to power Valiants and Darts for NASCAR compact racing class usage. Slant 6 engines swept the top seven places at Daytona in 1960! . When they beat the tar out of the Fords and Chevies NASCAR



CAPITAL CITY MOPARS BOARD of DIRECTORS MEETING HIGHLIGHTS, January 25, 2022

Newsletter – Mark-February newsletter will go out, nearly on time, The For Sale & Wanted feature is well received

Membership–Richard-Membership roster completed and sent to board members

Webmaster –Absent

Activities – John-Will have info regarding events

Car Show –Richard- Will be getting committees formed. Showcasing specialty cars and Dyno was discussed. Donor solicitation letter and show flyers to be done, Mark & Richard to work on it. SAMC club to judge our show. SAMC show Sept. 17, CCM members needed to participate at their show to help as needed.

Old Business:

1. General meeting – Tues. Feb. 1, 2022 7pm – Calif. Auto Museum
2. CCM Holiday party – Friday, December 9, 2022 Confirmed
3. Car Show – Saturday, Sept. 10, 2022 Confirmed

New Business:

1. CCM Survey results; Many club members interested in driving events, and club exposure.
2. Scheduling Events; Jack Porter will lead a trip to Natl. Auto Museum, in Reno, date TBA, late spring.
3. Ideas for events;
 - Mopar Alley car show, June; Bob Severin to lead,
 - Ram Head Museum Tour, March TBA, combine with Brunch bunch date
 - Capay Almond Festival, Drive Sat. Feb. 26; Cindy to lead
 - Casa Robles High School car show, April 23; Cindy to lead
 - Calif. State Fair display, John Riordan to lead
 - Ironstone Winery car show, Sept. 24; Cathy Severin to lead
 - Black Hawk Museum; Bob Severin to lead
 - Hot August Nights; Steve Archer to lead
 - Parades- Cindy researching, 6 cars interested, Mike to advise on Elk Grove parade
 - Squeeze Burger, Roseville show & shine, 2nd Thursday each month
4. Autorama, April 29-May 1; TBA, Participation in Clubhouse \$75 each car, CCM will pay \$25 of this fee. This is great exposure for CCM, need minimum 6 cars to show
5. Presentations at general meetings; John Riordan to discuss Ignition advance, Ryan to discuss Social Media
6. Mark showed sample of design to print for car magnets, took feedback. Size TBA
7. Description of job duties presented, board members to be review and comment
8. By Laws presented for review, needs to be updated
9. New Board Members at large – to be discussed next meeting
10. Defining jobs of Directors and Staff – to be discussed at next meeting

naturally changed the rules, just like they did with the Superbirds, 426 hemis and Dodge Daytonas when THEY beat the Fords and GM cars too!). The Chrysler design studios in Highland Park developed the XNR design, then shipped a Valiant chassis to Italy where the unusual body was hand-built by Ghia's talented artisans to Exner's specifications. When the finished XNR returned to the USA the engineers upgraded the 170 cube slant 6 with a HyperPak tuned intake manifold, 4-barrel carburetion, modified cylinder head and special cam, pistons and tuned side-exit trick exhaust system. Horsepower was estimated at 250. Unique detailed features are elaborate special multi-piece hubcaps, fine leather interior upholstery, removable glove box/camera case and full instrumentation uniquely styled like period camera lenses.



CAPITAL CITY MOPARS GENERAL MEETING HIGHLIGHTS

January 4, 2022

Membership: Richard – Sending emails to delinquent members as reminder to pay their due 2022 membership

Activities: John – Swap meet in Turlock, Jan 29 & 30. Multiple local Cars & Coffee events.

Car Show: Bob – Mopar Alley Show, tentative June 12, 2022

Richard Teerlink will be CCM 2022 car show chairman.

Sunshine Coordinator: Cindy – Reported the duties of Sunshine Coordinator for CCM, Sends members, get well, sympathy cards etc. Asked members to advise when cards would be appropriate.

Spreading sunshine news; Mark Perry has a 1975 Dodge, Ram Charger up and running.

Club Business:

OLD:

1. Election of Officers – recap, Mark Perry; President, Mike Allen; Vice President, Norm Benedict; Treasure, Cindy Lenz; Secretary.

NEW:

1. Tony & Carol Sarge – Life members, presentation postponed
2. CCM Survey – Mark sent surveys in newsletter, asking for ideas, suggestions for club
3. Ideas for events – Each event shall have a lead person to coordinate.

Announcements:

1. ACC Conference- Wed-Thur, May 11-12 confirmed. CCM hosts luncheon, bob Berry to lead. Working the luncheon will be in lieu of the monthly lunch bunch event. ACCC works to save our cars and keeping them on the roads.
2. Mopar Patriot Day with the Elks, Sat. Sept 10, 2022
3. CCM Holiday party Sat. Dec 10, possible change TBA
4. Jan. 18 Board Meeting to be held at Mark & Cindy's home

Open Forum/Bench Racing: Member asking for recommendation for exhaust work. Marco Muffler-Auburn Blvd. and Muffler Tech-Florin Rd were suggested.

Member seeking use of a welder & lift.

Anthony suggested horseback riding as an event, also the Oak Stone Winery for event.

CAM has misc. items for sale in their garage, see CAM rep for details.

What did Chrysler do with the XNR? It was featured at the 1960 New York Auto Show and many others. Like many other idea cars the XNR was returned to Italy, sold to a businessman in Geneva, Switzerland. The late former Shah of Iran purchased it and the XNR went to Iran. It was featured in the May 1969 edition of National Geographic magazine, by then in Kuwait. Next the XNR went to Beirut, Lebanon, where it was hidden away in basements for 35 years. Somehow it survived the Lebanese Civil War of 1975--1990! How unique is the XNR? Based on a 106.5 inch Plymouth Valiant A body chassis, the XNR was built from steel, not from fiberglass, as most concept cars are. Its design was partly inspired by the Jaguar D-type, a 1950s racecar with a huge off-center vertical rudder. As a unibody car, the chassis was built, the body cut off and the chassis shipped off to Italy! Today there are two XNRs. Car Masters is a reality TV show on the worldwide global streaming powerhouse, Netflix. The idea of the show

is centered around the crew and owner of Gotham Garage, a famous automotive shop that has built a fair share of props for movie studios and television shows over the past decade. This copy/clone is now in the Peterson Auto Museum...

A full-fledged sports roadster built on a modification version of the Valiant chassis, the XNR had a unique look thanks to its asymmetrical exterior design and aircraft-inspired cues.

The sporty front fascia consisted of a massive grille with chrome frame that housed a pair of round headlamps on each side. The quad-headlamps layout was very popular at the time. The lower section lacked a proper bumper, which made it look like an early version of the iconic Roadrunner.

Another notable feature is the large, offset hood scoop. The scoop grows larger as it progresses toward the curved windscreen on the driver's side, a feature seen on some race cars from the 1950s. On the passenger side, the hood is completely flat, as is the foldable windscreen. Exner also designed a steel toneau cover for the passenger side cabin, yet another feature inspired by European race cars like the Jaguar D-Type.

Onto the sides, the XNR has jet-inspired wings that extend from above the front wheel arches toward the doors.

Speaking of fins, the offset design continues on the deck lid with a big tail fin. A vertical chrome strip emerges from the fin and flows toward the apron. A second chrome strip stretches the entire width of the fascia forming a big cross with the fin. An offset hood, a big fuel cap with "XNR" lettering, and a pair of small, round taillights round off the design.



The XNR's interior is pretty basic and in line with production cars of the era. However, Exner added a few unique features. The dashboard, for instance, looked a bit revolutionary back in the day, with all the gauges featuring thick, polished aluminum rims. The rev counter, which goes up to 8,000 rpm, includes a vacuum gauge.

The dials have individual, inverted lenses that mimic camera optics, a feature inspired by Exner's affinity for photography.

The passenger side of the dashboard is much narrower, mainly because it doesn't extend far below the body panel. The glove compartment is unique too. Instead of a compartment integrated into the dash, Exner designed it as a camera case. The leather case is also removable, so it can be used to carry an actual camera. Yes, you guessed it, this feature is also the result of Exner's passion for photography.

Plymouth described the seats as buckets. Obviously, they have nothing in common with today's sports seats, but they offered a bit more support than those found in most production cars. The passenger seat is placed four inches lower on the floor.

Both seats are wrapped in black leather, as are the glove box and the zipper pockets in the door panels.

The latter are placed in deep cavities with aluminum trim, a hint that Exner was thinking about racing when he designed the XNR. White stitching adorns the seats, pockets, and glove box, while a padded headrest provides extra comfort for the driver.

A wood-rimmed steering wheel with lightweight spokes and a set of sports pedals round off the interior. Exner also added stowage area for luggage behind the seats.

The chassis setup was in line with early 1960s trends. It had an independent front suspension with torsion bars and tubular hydraulic shock absorbers and a live rear axle with semi-elliptic springs. Stopping power came from drum brakes at all four corners.

What else is there to say about the amazing one of a kind XNR? The XNR created quite a stir when it was unveiled in the 1960s, but it was soon forgotten after Plymouth said no to a production version. The fact that it was sold in the Middle East also contributed to this. However, thanks to having been owned by the Shah of Iran and to surviving the Lebanese civil war, the XNR now has a rich history to talk about. The fact that it was restored to the last bolt and won a few awards makes it that much more appealing. It's a full-fledged collectible, a car that sparked the imagination of many Plymouth enthusiasts back in the day. And needless to say, it's still spectacular to look at.

Designing a sports car was a long held ambition for Exner and in his honour the car was dubbed the 'XNR'. He penned a radical, asymmetric roadster, which borrowed cues from both the contemporary Watson

Indy Roadster and the Le Mans winning Jaguar D-Types. The first sketches were made from late 1958 and were followed by a 3/8th-scale clay model. The actual body for the show car was constructed by Carrozzeria Ghia in Italy, following the design drawings made back in the United States.



From every angle, the Plymouth XNR was a striking machine. The long nose was inspired by single seater racers of the day and featured a full-width grille, which also housed the double headlights. The engine cover sported an off-set ram air intake, which formed one piece with the driver-side dashboard cover. Driver protection was limited to a small wrap-around screen, while the passenger had to make do with a classic flip-up windscreen. Taken directly from Exner's much loved D-Type was the tail fin mounted behind the driver.

Although not displayed at any major show, the completed XNR did appear in a period newsreel and a eight-page promotional brochure was also published. Thanks to its production-based chassis and steel body, the XNR was a fully functional machine and Exner wanted to prove the car's merits on the test track. At an initial run he himself reached a top speed of 230 km/h (143 mph). Piloted by Dick Burke and fitted with a low-drag fibreglass nosecone, it eventually topped out at 245 km/h (152 mph).

Reportedly considered for production, the Plymouth XNR eventually remained a one-off. Some of its design cues, however, were used on later Plymouth models. For liability reasons, American manufacturers often decided to destroy show cars once they had completed their promotional duties. The XNR was fortunately saved from this



fate by returning it to Ghia in Italy. They sold it to a Swiss enthusiast, who soon after passed it on to Mohammed Reza Pahlevi, who was better known as the Shah of Iran.

During the 1980s, it was acquired by a Lebanese



enthusiast. He had come across the car by chance but did remember reading about it before in a Swiss book. In the following years, the car was moved from garage to garage to ensure it would survive the ever more violent Lebanese civil war. Defying the odds, the XNR eventually emerged relatively undamaged.

The Lebanese owner was keen to have Exner's masterpiece restored but struggled to find someone who would take on the daunting task to return the one-off to its former glory. He finally found RM Restorations willing

to do the job and he shipped the car to Canada in 2008. During the restoration process, invaluable was the access provided by Virgil Exner Jr. to his father's archive of the car. This allowed the restorers to rebuild and reconstruct many of the XNR's unique features.

Restorers also relied on photographs from Motor Trend and Road & Track magazine, both of which had featured the XNR on their covers during its show-car days.

The work was finally completed in March of 2011 when the car made its post-restoration debut at the Amelia Island Concours d'Elegance. A few months later, the Plymouth XNR was shown at the Pebble

Beach Concours d'Elegance. Here it was awarded the Gran Turismo Trophy, which ensures its presence in future editions of the popular video game.

Having cared for the XNR for nearly three decades, the owner decided to part with the unique machine. It was offered RM Auctions in their annual Monterey Sale. The 1960 Plymouth XNR, a one-of-a-kind concept vehicle by famed Chrysler designer Virgil Exner, sold at a California classic car auction in 2012 for \$935,000.

My first Mopar – by Jack Porter (CCM club member)

Member Name	Jack Porter
Year you got your first Mopar & at what age?	1970, I was 19
Original owner or bought 2 nd hand?	I purchased from original owner
What was the make and model?	1964 Dodge Dart GT hardtop
What was the purchase cost?	\$800
Details about the car/truck upon purchase.	Dark green metallic with black vinyl interior, 273 V8, 4-speed, 3.23:1 sure grip (yes, it was a 7.25 diff), A/C, 14 inch steel wheels, dog dish hubcaps and Sears radial tires. All but the wheels, hubcaps, and tires were original equipment when delivered to Diener Dodge in Roseville.
Modifications after you got your hands on it.	Monroe HD shocks on all corners, (the ones with exterior springs) front sway bar from Formula S Barracuda. Reworked ignition with stronger points, more powerful coil, upgraded intake and carb, and a few other go fast parts that you cannot find now for very early 273 engines.
What kind of fun did you have with it?	With 3.23 rear gear, 3.09 first gear, and a few performance enhancements the stop light to stop light racing against the 'big' boys was fun. Fat ass Chevilles with a 396 cars couldn't figure out how I came off the line so quick. Small block Mustangs/Camaros with an automatic didn't stand a chance in a short street race. I didn't have the cubes or HP for quarter mile races against the big boys, but back in those days it was mostly stop light to stop light racing. I was also active in autocross and with the suspension tightened up, I could hold my own against Mustangs, Firebirds, and Camaros in my class.
Interesting fun fact.	On a warm Friday or Saturday afternoon, I'd pick up my girlfriend with the AC running (girls liked that), and often, later in the evening we'd flip off the AC and street race in downtown Sac or anywhere that had quick cars and signal lights.
Why did you sell it?	After 3 years of pounding the car with street racing and auto crossing, the suspension was shot, the engine was tired, the A/C wasn't working, and I needed a change. Swapped it for a 67 Camaro w/327 & 4 speed. Piece of junk and sold that for a '66 Sunbeam Tiger. Tigers weren't quick, but you didn't slow down on curvy roads.
Do you wish you had it now?	Hell yes. I still have the VIN and am looking, but it's probably been squashed and melted.

WELCOME to our
newest Members:
Theresa Trujillo and
Nini Narayan

<---- NOTE:
Please use this format (or your own) and tell us about YOUR first Mopar.
E-mail it to us at
mark@chlngr.com
or we'll format it for you.
Whatever it takes to tell CCM Members about your car.

Request assistance with 2016 Challenger ECM and BCM in 1937 Plymouth

Dear Fellow Moparians:

IN BRIEF: I've owned my '37 Plymouth since 1961 when my uncle (original owner) gave it to me. We've got history from high school, college, military, courting my wife (who is STILL putting up with me).

2016 purchased 2016 Challenger. At 13,137 miles, disassembled the vehicle, removing engine and transmission (oh, did you know it is VERY DIFFICULT to pull an engine and trans out the OLD way? You know, out the hood opening). Anyway, the drivetrain is IN my Plymouth: what I didn't know was ECM and BCM are LOCKED beginning 2015.

I've been trying to find a MoPar Bred COMPUTER guy to UNLOCK the ECM and BCM so I can get my Plymouth on the road. OR, "fool" these computers with ad-on "modules" so they will "think" they system is all there.

***** Do you know anyone who works on these computers? *****

I WILL be using the dual CATS, but dumping Electric Brakes and Electric Steering, and more junk.

REASON for retaining the dual CATS - this unit was engineered with them, and I'm not willing to go away from Ma' MoPar's engineering. In conversation and emails with Toymakerz (Dave) {dave@toymakerz.com}, he first indicated 'his' MoPar (Jaason Hensley) guy may be able to assist with STAND ALONE computers, but business and the show gobbled most of their time, a phone call and Dave indicated there was just such computer guy in Florida.

He didn't have the name so I wrote most of the Chrysler Clubs in Florida asking that same question. NO JOY as they hadn't returned my emails.

I am using the Challenger Instruments in the '37's dash (I have a spare to use and NOT cut up my original dash with the wood graining). Obtained MoPar's STAR PARTS NETWORK readout with all assembly codes {the three digit/letter code and descriptor} and went through it with what I Want To Use (including both CATS because the engine was designed to use them), DON'T want to use, and have a couple questions about WHAT THE THING DOES.

Don't want Challenger instruments to light up

like a Christmas Tree on steroids.

Am using the '37's real brakes and steering (not electric stuff), a '68 Dodge R/T 8 3/4" Sure Grip axle assembly with 3.23 gears (as opposed from the Challenger 3.07) and pretty much "old school" I can drive it myself stuff.

MAPPED the entire wire loom, labeling all the modules and parts. I figure I DON'T need the YAW modules (2 of them, one behind the front seats and one in the trunk) because I KNOW when I've over driven my capabilities when my butt grabs the seat and I say, "Oh Shit!" and my life flashes before my eyes.

Just need to UNLOCK the frickin' ECM and BCMs, I THINK.

BELOW: The Pentastar V6 VVT and 8-speed Torqueflite as installed: Will be using VINTAGE AIR unit with stock A/C pump (variable flow type) that is able to match with VINTAGE AIR unit.



Reason to use the '16 V6.

1. It FITS; Have GEN III HEMI from '14 Dodge, TOO BIG and too much HP 395 HP !
2. Ma' MoPar fixed "new engine" problems.
3. 305 HP vs. 85 HP.
4. Plymouth weighs 2,700 lbs. vs. 4,000 Challenger.
5. 8 Speed Torqueflite vs. 3 Speed floor shifted.
6. Using RODDED .37 Plymouth Honeycomb Radiator (24% larger capacity) and mounted electric fan to spec measurements (the temp sensor) to run the fan.
7. Can use WSW motor, mounted in header, have engineered 110 degree sweep ('37 wiper sweep) with wiper blades PARKED opposite one another vs. '16 copying sweep.
8. {EPA estimates: (Yes, I know they are SWAGS), but 19 City MPC, and 31 Highway MPG in a 4,000

lb. vehicle!

My baby weighs 2,700 and is all ROUNDY so it should cut through the wind to get me REAL close to EPA'S SWAG. AND it is engineered to run on JUNK gasoline with METHANE or other stuff that explodes.

[NOTE: Through time, I have used SHELL gas because they formulation (I was told) RM/2 is rated for POWER and NOT RPM.

My '56 Chrysler New Yorker (354 CI HEMI and cast iron Torqueflite, runs just fine as well as my '62 Imperial Crown 4 dr. Southampton. NO PINGS.] Still drive both.

The 354 is probably the best HEMI engineered engine with crank location and all the moving parts angles, followed closely by the second generation 318, cutting wear and tear.

BUT they were just TOO heavy for me to use. {{ DID have a '56 Ford 1/2 ton, cut the frame

at front body mount, installed '69 HEMI Plymouth subframe, installed a 354 with Aluminum Torqueflite (push button control) and modified a '63 Chrysler dash to house the push buttons, instruments and A/C heater, WSW and other stuff. Put 54,000 miles towing our 22' travel trailer all over the U.S.A., dual fuel, Propane and gasoline}}.

Pulled the 354 HEMI and measured it, NO scoring or barrel wear even with Propane that is dry, gave the rest to a friend of our

youngest daughter.]

Reasons 9. through 55. but you don't need anymore.

If you can help, contact CCM Member Greg Marks at jgmarks@fsaccess.net or 530-285-0140





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

date	event	location	more info / contact
February 1	CCM General Meeting	Sac Auto Museum	Mark or Norm confirmed
February 12	CCM Bunch Brunch?	Flapjack's 10am	Mark Perry confirmed
February 15	CCM Board Meeting	Bob Severin's home	Mark or Norm confirmed
February 23	CCM Lunch Bunch	TBA	John Riordan confirmed
February 26	Capay Valley Cruise	Hiway 16 out of Woodland	Cindy Lenz confirmed
March 1	CCM General Meeting	Sac Auto Museum	Mark or Norm confirmed
April 23	Casa Robles Car Show	Casa Robles High School	Cindy Lenz confirmed
April 29-May 1	Autorama Clubhouse	Cal Expo	tentative
May 11-12	ACCC Conference	Sac Auto Museum	Bob Berry confirmed
June 4	Lincoln Car Show	Lincoln	tentative
July	CA State Fair Display	Cal Expo	Cindy tentative
September 10	CCM Patriot Day Car Show	Elks Lodge	Richard Teerlink confirmed
December 9	CCM Holiday/Awards Dinner	Elks Lodge	Mike Allen confirmed

Drive your Mopar to Club events !!

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



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GUESS WHAT'S FOR DINNER



THIS IS NOT GOING TO END WELL

CCM General Meeting
 Tuesday February 1, 7pm • California Auto Museum 2200 Front Street
 please bring a mask and use it
! DRIVE YOUR MOPAR !

The Bunch Brunch ?

Saturday February 12, 10am, Flapjack's Diner 2721 El Camino Av, Sacramento

Drive your Mopar!

for more info, call or text Mark 916-956-8863. See you then?

WANTED

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

WANTED

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

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

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
 See page 5