

Barracuda: wild to win you over.



NEWS

Volume 28 Issue 3

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

March 2020

Upcoming Events

- CCM General Meeting
Tuesday March 3
- Bunch Brunch?
Sunday March 15
- CCM Board Meeting
Tuesday March 17
- The Lunch Bunch
Wednesday March 25
- Maxwell Car Show
Saturday April 26
- Maxwell Car Show
Saturday May 16
- CCM Day in the Park 27
Saturday June 27



Moovees !!

Greg Kern will present a slide show at the March Meeting. Topic is a surprise, Unless you know or can guess what Greg's been up to lately.



Sunday April 26, 9:30am - 4pm

Capital City Mopars presents the

20th Annual Run to the Hills Cruise & Poker Run

Sightseeing • Wine Tasting • Picnic • Gambling

Destination: Empire Mine State Park, Nevada County

Free for Members & 1 guest each
meet at

10am: Del Taco, 4610 Sierra College
Blvd, south of I-80

Lunch and Snacks provided

RSVP to

Norm (916) 209-8318

or norman_1943@gmail.com



OFFICIAL CONVERSION CHART

HOW TO INTERPRET

ANTIQUY CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

Club Information

CCM Board of Directors

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Members at Large:	John Gerson		
	Steve Archer		
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CCM Staff Members

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

CLUB NEWS IN BRIEF

- CCM Treasurer Norm tells us the Club bank account is healthy, with Total Cash Assets of \$6129.71
- Membership Chair Richard says our numbers are good, with 3 new members last month and nearly 100 members & co-members, only about 10 members still need to re-up for 2020. If this is you, what are ya waitin' for?
- Our website is good, with flier and application for our June show.
- The first couple CCM Sunday Brunches went well, and we'll be doing it again on Sunday March 15.
- Car Show-wise, we have a new challenge ahead: Cordova Park has a new, detailed contract, and is raising fees considerably - new charges for concessions, food, electricity, number of spectators. Bob will be speaking with them soon, but the new regs may not allow us to sell lunch, and the new spectator fees may be prohibitive. Best case, it will probably cost at least a couple hundred more than last year.
- Our Legislative Rep Horace warns us about a couple pending bills: SB 246-19A and AB 210 are not just what they appear on the surface. Lawmakers are attempting to hide more restrictions while appearing to benefit the economy and environment. The abbreviated text of these bills, and a quick and uninformed analysis is on page 4.
- Sac Raceway is ramping up: Test-n-Tunes every Saturday. Wednesday Nights are back, and ET Races a couple Saturdays a month.
- **IMPORTANT:** We still need a Car Show Coordinator.



13 MOPAR MUSCLE CAR FACTS EVERY ENTHUSIAST SHOULD KNOW

courtesy Scott Oldham, Hagerty Insurance

Like the word brunch, which combines breakfast and lunch, Mopar is a portmanteau, the combination of “motor” and “parts.” Mopar was originally used by Chrysler back in the twenties, but it officially became a brand in 1937, first appearing on a can of antifreeze sold by Chrysler Motor Parts.

At some point in the 1960s, Mopar became catch-all slang for cars built and sold by Chrysler, Dodge, and Plymouth. Over the years its reach grew to include earlier brands like DeSoto and Imperial and, eventually, Jeep and Ram. “Mopar or no car” is the cry of the faithful; “Mopar guy” a badge of honor to many. Here are 16 Mopar muscle car facts every enthusiast should know.

★ The Hellcat’s horsepower secret

For the first few years of Hellcat production the supercharged 6.2-liter Hemi V-8 was rated at 707 horsepower at 6000 rpm and 650 pound-feet of torque at 4800 rpm. And it still is, in the current Dodge Challenger Hellcat Widebody and Jeep Grand Cherokee Trackhawk. But here’s a little secret. At 6100 rpm the engine produces 717 hp. Although the eight-speed automatic is programmed to upshift at 6000 rpm and the cars all have a 6200 rpm fuel cutoff, if you shift manually and hold the gears a bit longer, you get 10 extra ponies.

★ The Daytona was faster than the Superbird

Homologation specials created to legalize their aerodynamic shapes for NASCAR competition, just 503 1969 Dodge Charger Daytonas were sold and Plymouth built only 1935 examples of the 1970 Plymouth Road Runner Superbird. Some say that number is lower. Although the two big-winged cars look similar, their shapes, nose cones, and huge rear spoilers are actually quite different and the Daytona proved more aerodynamically efficient. A Superbird has a .31 coefficient of drag while a Daytona’s Cd is .29. On the high banks of Daytona and Talladega, this gave the Daytona 1–3 more mph, a significant advantage during a 500-mile race.

★ Rarest Hemi car

It’s been reported that 10,904 426 Hemi-powered street Mopars left Dodge and Plymouth assembly plants between 1966–71. The engine was available in a litany of models and bodystyles over the years, including fan favorites like the Plymouth ‘Cuda and Dodge Charger. Tied for the rarest are the 1970 Dodge Coronet R/T convertible and the 1966 Dodge Coronet four-door sedan. Only two of each were built and all four cars survive today.

★ First torsion bar suspension

Anyone who has ever crawled underneath a Mopar muscle car from the 1960s is familiar with the

torsion-bar front suspension, a unique design used extensively at the time. The first Mopar to get this setup was the 1957 Plymouth Fury, the car that won Motor Trend’s Car of the Year.

★ First “muscle car”

Most consider the 1964 Pontiac GTO to be the first “muscle car,” while many in the Mopar camp champion the 1967 Plymouth GTX and Dodge Coronet R/T. Jim Wangers, considered the godfather of the GTO, disagrees with both assessments. He considers the 260-hp 1956 Dodge D-500 and the even-hotter 1957 Plymouth Fury V-800 to be the first true muscle cars. These models weren’t Hemi-powered. The 318-cubic-inch engine V-8 used Chrysler’s polyspherical cylinder head, and the V-800 was packing a dual-quad version with 290 hp.

★ First Mopar with 400 “net” horsepower

In 1972, with pressure from the insurance industry and the U.S. government, the automakers changed the way they rated an engine’s horsepower from “gross” to “net.” The revised system dropped power ratings across the industry. Although the wedge cars of the early 1960s and the 426 Hemi were rated over 400 hp, they were rated with the “gross” system. The first Mopar to produce 400 hp from the factory under the “net” system was the 1992 Dodge Viper. Its 488-cu-in V-10 was rated at 400 hp and 450 lb-ft of torque.

★ First “pony” car

Ford’s Mustang is incorrectly titled the first “pony car;” Plymouth actually beat the Mustang to market with the Barracuda by two weeks. The first Barracuda was introduced on April 1, 1964, the Mustang on April 17. Basically a Valiant with a sexy fastback body—as the original Mustang was basically a rebodied Falcon—the Barracuda sold well, but the Mustang was a sensation. The rest is history.

★ The differences between the 1970 Barracuda and Challenger

The third-generation of the Plymouth Barracuda and its sister car, the first Dodge Challenger, debuted for 1970. Although the two cars share platforms, track widths, engines, and proportions, they’re not exactly the same. The Challenger’s 110-inch wheelbase is two inches longer than the Plymouth’s and its overall length of 191.5 inches is three inches longer. That first year, performance buyers preferred the Dodge by a slim margin. Americans bought about 20,750 Challenger R/Ts and T/As that year, compared to roughly 17,250 ‘Cudas (AAR models included).

★ Six 1965 street Hemi prototypes

Mopar started racing the 426 Hemi in 1964 but didn’t release it in street cars until 1966. It did, however, build six “prototypes” in 1965 and let the media drive

a couple of them, including a Coronet 500 hardtop with a Torqueflite and a Coronet post coupe with a four-speed. In his book *Day One*, Marty Schorr chronicles his time in both cars and says the Dodge engineers told him the hardtop ran consistent mid-13-second quarter-miles at 100–102 mph.

★ Only factory lift-off hood

Throughout the muscle car era many cars were sold with fiberglass hoods, but Mopar was the only manufacturer willing to sell you a car without hood hinges. To save weight and improve engine access, the A12-optioned 1969 ½ Dodge Super Bee and Plymouth Road Runner were powered by the triple-carbureted 440 and had a race-style, lift-off fiberglass hood with no hinges, just four hood pins.

★ First Hemi Barracuda

In 1968 Dodge and Plymouth decided to sell factory-built race cars for NHRA Super/Stock competition. For racers only, the company built 29 Barracudas Fastbacks (code B029) and 80 Dart Super/Stocks (code L023), fitted with race Hemis with 12.5:1 compression, headers, and dual Holley carbs on a special cross-ram manifold. The cars were not street legal and featured fiberglass front fenders and hoods, lighter front bumpers, thinner glass, deleted back seats and lighter front seats from a Dodge van. Some are still racing today.

★ First functional hood scoop

Although 1960s muscle cars and hood scoops have become synonymous, true functional hood scoops didn’t come into vogue on factory stock machines until the later half of the decade. The first Mopars sold off the showroom floor with such a device to feed fresher, cooler air into the engine were the Hemi Darts and Barracudas sold in 1968, but they weren’t street-legal machines. The first street-legal Mopars with factory-installed functional scoops were equipped with the N96 cold-air induction system in 1969. Better known as Ram Charger on Dodges and Air Grabber on Plymouths, it remained an option through 1972. It was first offered on the Super Bee, Coronet R/T, Road Runner, and GTX with 383 or 440 engines and was standard with the Hemi.

★ First muscle car with staggered tires

Another homologation special, this time for Trans Am racing, the 1970 Dodge Challenger T/A and 1970 Plymouth AAR ‘Cuda were the first American muscle cars with staggered tires—wider rubber in the back than the front. In March and April of 1970, 2400 T/As and 2724 AARs were built, each wearing 15-inch E60 white-letter Goodyears up front and wider G60s in back.

continued on page 6



FULL TEXT OF ASSEMBLY BILL 210

AB 210, as amended, Voepel. Smog check: exemption.

Existing law establishes a motor vehicle inspection and maintenance (smog check) program that is administered by the Department of Consumer Affairs. The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Existing law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model-year and all diesel-powered vehicles with a gross vehicle weight rating of 14,001 pounds or greater. model-year.

This bill instead would exempt from the smog check program all motor vehicles manufactured prior to the 1983 model-year and all diesel-powered vehicles manufactured prior to the 1983 model-year with a gross vehicle weight rating of 14,001 pounds or greater. model-year.

The people of the State of California do enact as follows: SECTION 1. Section 44011 of the Health and Safety Code is amended to read:

44011. (a) All motor vehicles powered by internal combustion engines that are registered within an area designated for program coverage shall be required biennially to obtain a certificate of compliance or noncompliance, except for the following:

(1) All motorcycles until the department, pursuant to Section 44012, implements test procedures applicable to motorcycles.

(2) All motor vehicles that have been issued a certificate of compliance or noncompliance or a repair cost waiver upon a change of ownership or initial registration in this state during the preceding six months.

(3) All motor vehicles manufactured prior to the 1983 model-year.

(4) (A) Except as provided in subparagraph (B), all motor vehicles four or less model-years old.

(B) (i) Beginning January 1, 2005, all motor vehicles six or less model-years old, unless the state board finds that providing an exception for these vehicles will prohibit the state from meeting the requirements of Section 176(c) of the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.) or the state's commitments with respect to the state implementation plan required by the federal Clean Air Act.

(ii) Notwithstanding clause (i), beginning January 1, 2019, all motor vehicles eight or less model-years old, unless the state board finds that providing an exception for these vehicles will prohibit the state from meeting the requirements of Section 176(c) of the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.) or the state's commitments with respect to the state implementation plan required by the federal Clean Air Act.

(iii) Clause (ii) does not apply to a motor vehicle that is seven model-years old in year 2018 for which a certificate of compliance has been obtained.

(C) All motor vehicles excepted by this paragraph shall be subject to testing and to certification requirements as determined by the department, if any of the following apply:

(i) The department determines through remote sensing activities or other means that there is a substantial probability that the vehicle has a tampered emission control system or would fail for other cause a smog check test as specified in Section 44012.

(ii) The vehicle was previously registered outside this state and is undergoing initial registration in this state.

(iii) The vehicle is being registered as a specially constructed vehicle.

(iv) The vehicle has been selected for testing pursuant to Section 44014.7 or any other provision of this chapter authorizing out-of-cycle testing.

(D) This paragraph does not apply to diesel-powered vehicles.

(5) In addition to the vehicles exempted pursuant to paragraph (4), any motor vehicle or class of motor vehicles exempted pursuant to subdivision (c) of Section 44024.5. It is the intent of the Legislature that the department, pursuant to the authority granted by this paragraph, exempt at least 15 percent of the lowest emitting motor vehicles from the biennial smog check inspection.

(6) All motor vehicles that the department determines would present prohibitive inspection or repair problems.

(7) Any vehicle registered to the owner of a fleet licensed pursuant to Section 44020 if the vehicle is garaged exclusively outside the area included in program coverage, and is not primarily operated inside the area included in program coverage.

(8) (A) All diesel-powered vehicles manufactured prior to the 1998 model-year.

(B) All diesel-powered vehicles that have a gross vehicle weight rating of 8,501 to 10,000 pounds, inclusive, until the department, in consultation with the state board, pursuant to Section 44012, implements test procedures applicable to these vehicles.

(C) All diesel-powered vehicles that have a gross vehicle weight rating from 10,001 pounds to 14,000 pounds, inclusive, until the state board and the Department of Motor Vehicles determine the best method for identifying these vehicles, and until the department, in consultation with the state board, pursuant to Section 44012, implements test procedures applicable to these vehicles.

(D) All diesel-powered vehicles manufactured prior to the 1983 model-year and that have a gross vehicle weight rating of 14,001 pounds or greater.

(b) Vehicles designated for program coverage in enhanced areas shall be required to obtain inspections from appropriate smog 0 check stations operating in enhanced areas.

(c) For purposes of subdivision (a), a collector motor vehicle, as defined in Section 259 of the Vehicle Code, is exempt from those portions of the test required by subdivision (f) of Section 44012 if the collector motor vehicle meets all of the following criteria:

(1) Submission of proof that the motor vehicle is insured as a collector motor vehicle, as shall be required by regulation of the bureau.

(2) The motor vehicle is at least 35 model-years old.

(3) The motor vehicle complies with the exhaust emissions standards for that motor vehicle's class and model-year as prescribed by the department, and the motor vehicle passes a functional inspection.

Ed. Note: This all sounds good on the surface, but one thing they don't say but this law apparently allows: Any State official, upon evidence or as a whim, may require an exempt vehicle to undergo a full SMOG inspection, and must still meet all the requirements, e.g. NO MODIFICATIONS.

The other bill we need to watch is SB246, a similarly vaguely worded (potentially BIG) increase in gas taxes.

Clearly, we need to pay attention to what our lawmakers are doing, and we need to be very supportive of ACCC - they are the group that strives to defend us and our cars from the car crusher.





Greg Borrelli's May Madness Classic Car Show & Parade

May 9th, 2020 from noon to 6:00pm in downtown San Rafael.



38th All American Get-Together
March 28 & 29, 2020
Alameda County Fairgrounds

4501 Pinetree Ave., Pinetree, CA 94536

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

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

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(CLICK TO REGISTER)



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April 18-26, 2020



"BEST LITTLE FREE! CAR SHOW IN THE WORLD"
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Parade (optional): 9:30 a.m.-10:30 a.m.
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Early Bird Parking 8:00 a.m. - 9:30 a.m. *(parade closes show access between 9:30-10:30 a.m.)*

WIN A RENO VACATION PACKAGE

One entry by random drawing will win a Skytower stay at Atlantis Casino plus two tickets to Harrah's National Automobile Museum.

for more info call CCM Member Randy Wilson (530) 438-2376 or e-mail vicki-wilson@hotmail.com



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

date	event	location	more info / contact
3/3/20	CCM General Meeting	CAM, 7pm	Bob
3/7/20	Cars-n-Coffee, Folsom	430 Pallido Pkway	
3/17/20	CCM Board Meeting	Round Table Pizza, 7pm	Bob
3/21/20	Casa Roble Car Show	Casa Roble High School	
4/2/20	Squeeze Inn Car Show	N. Sunrise Blvd. 5pm	
4/18/20	Kool April Nights	Redding	(530) 226-0844
4/26/20	CCM Poker Run	Wendys	Norm
5/16/20	Maxwell Car Show	Maxwell	vicki-wilson@hotmail.com
6/27/20	CCM Day in the Park XXVII	Rancho Cordova	CapitalCityMopars.com

3 MORE MOPAR MUSCLE CAR FACTS EVERY ENTHUSIAST SHOULD KNOW

★ First triple carburetion

Mopar jumped on the multiple-carburetion trend of the mid-1950s when it installed dual quads on the 1955 Chrysler C-300. Although three carbs became popular with Pontiac in 1959 and Ford in the early 1960s, and the trend expanded to others like Oldsmobile in the middle of the decade and to Chevy's Corvette as of 1967, Mopars didn't get triple carburetion until the A12-optioned, 440-powered 1969 ½ Dodge Super Bee and Plymouth Road Runner. While the triple-carb setup was called Six Pack by Dodge, the 390-hp engines were identical. A year later, the 340 small-block in the Challenger T/A and AAR 'Cuda also got three deuces.

★ The stock 440 was quicker than a stock Hemi... sorta
In 1969, High-Performance Cars magazine tested

a 425-hp Hemi Road Runner with a Torqueflite automatic, one of just 162 built that year. On its factory-installed 14-inch F70 street tires and with its Air Grabber cold-air induction system open, it ran a best quarter-mile time of 13.32 seconds at 107.65 mph. It also managed a 13.28-second run on slicks, all equipped with a 4.10 rear end.

That same year, the magazine's editors tested a 375-hp 440-powered Plymouth GTX. That car also had a Torqueflite but sported 3.91 gears and was saddled with the added weight of air conditioning. It ran a 13.98 at 103.80 mph on street tires and a 13.57 on slicks. Then they tested a 440 Six-Barrel-equipped Plymouth Road Runner with a four-speed, 15-inch tires, and 4.10 gearing. That car's best run was 13.79 seconds on street rubber and 13.18 seconds at 107.01 mph on slicks.

★ Why Mopar never built four-speed 1969 440 Darts or Barracudas

Ever wonder why Mopar built exactly 640 440-powered Dodge Darts and 360 440-powered Plymouth Barracudas in 1969? Because the NHRA rulebook required 1000 cars to be built with that A13 option before the big-block RB-powered A-bodies would be legal for competition. Ever wonder why they were all built with the 727 Torqueflite three-speed automatic? It's because Dodge and Plymouth paired that transmission with the company's 8 3/4-inch rear end. A four-speed manual would have required a stronger Dana 60, which was too wide for a Dart with stock rear wheel wells. The Hemi-powered L023 Darts were available with either transmission, and they all got the Dana 60, but their rear wheel wells were cut out to fit the wider rear end and larger tires.

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



SACRAMENTO, CA

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 March 25. 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.

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
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RETURN SERVICE REQUESTED

Mopars in the Park

XXVII

Saturday June 27

Come One, Come ALL !!

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.

Next CCM Meeting

Tuesday March 3 at 7:00 pm • California Auto Museum, 2220 Front Street, Sacramento



The Bunch Brunch ??

On a Sunday in Sunday of January, we tried getting together for brunch at a local pancake palace. It was a success, with 14 members attending. It worked in February too, although I didn't get the message out soon enough.

Let's try it again, for the third Sunday in March - the 15th, 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?

