



NEWS

Upcoming Events

- CCM General Meeting

cancelled

- Bunch Brunch?

...on hold

- CCM Board Meeting

TBA

- The Lunch Bunch

...on hold

- Maxwell Car Show

May TBA

- CCM Day in the Park XXVI!

June 26, 2021

Due to the Covid-19 pandemic, no events are planned until May. We hope to be able to resume our regular calendar of events at that time, however none of this is certain yet.

Please watch the CCM Newsletter and website for future announcements.

Even if we can't meet, it's important to stay in touch with your fellow CCM members by phone, e-mail, text.

Don't be a stranger.



NORM BENEDICT IS CCM MEMBER OF THE YEAR

By popular acclaim, or dedicated Treasurer Norm Benedict (yes, he of the gold Mustang) has been named our Member of the Year! Lest we think this is a small accomplishment, here's a rundown of the CCM jobs Norm has handled since. . . gee, I can't remember when he *didn't* do these things!

- Treasurer: Day to day financial business, works with tax preparer to file Club taxes, provides financial reports/spreadsheets that I need for making decisions.
- Property manager: upkeep on items in storage (makes certain that propane tanks are ready for the show).
- Historian: Keeps photo albums, Club awards, etc for future reference.
- Publicity: Ensures that Club information (car show, Carmichael picnic, etc) is disseminated to the appropriate news sources.
- Event organizer: sets up and manages CCM events and tours (Empire Mine tour, wine country poker runs, Apple Hill, etc).

Of course, much of the above didn't happen in 2020 because of the Covid mess, but Norm is on the job regardless.

Thanks Norm !!

To nobody's surprise, the Durango SRT Hellcat is now sold out

courtesy Nathan Petroelje, Hagerty.com

Dodge just announced that the entire production run of the 2021 Durango SRT Hellcat has been spoken for, proving yet again that, even as the world marches towards the EV future of tomorrow, horsepower sells today.

When the Durango SRT Hellcat was announced in November of last year, Dodge proudly proclaimed it as the "most powerful SUV ever," with a whopping 710 hp and 645 lb-ft of torque. When we got our hands on the monster SUV later that month, we discovered that, sure enough, adding a 6.2-liter supercharged V-8 to a three-row SUV was an excellent idea.

Dodge says that a few of the 2000 total units are still available through dealer-allocated units, but we'd expect those to disappear in roughly the amount of time it takes the Hellcat Durango to run a quarter-mile. Don't expect a second chance on this behemoth, either; the 2021 model year is the only year Dodge plans to offer this fire-breather.

We wouldn't be surprised to find a large banner somewhere in the Stellantis boardroom that reads, "If you build it (with a Hellcat engine), they will come." Dodge seems to have exactly zero trouble locating an adequate buyer base for whatever vehicle can fit a Hellcat, be that a four-door sedan, a retro muscle coupe, a three-row SUV, or a ground-pounding pickup truck. As far as we're concerned, the more the merrier. Now, which way to the Chrysler Pacifica wing?

Membership Renewal Time

Don't forget to renew your CCM membership. If you haven't done it, it's due NOW. The form is available on our website, or ask Bob, Richard, Cindy or Mark for one. Stay with us - we need you, and we've got great things coming!



Member: Association of California Car Clubs & California Automobile Museum

GENERAL MEETING

February 2, 2021

Board of Directors

Officers

President - Bob Berry
Vice President - Mike Allen
Secretary - Cindy Lenz
Treasurer - Norm Benedict

Directors

Car Show Coordinator - Bob Severin
Editor - Mark Perry
Membership Director - Richard Teerlink
Activities Coordinator - John Riordan
Web Master - Anthony Garcia

Staff Members

Sales – John Riordan
Competition - Michael Moore
Legislative Coordinator - Horace Tutt
Sunshine Coordinator - Cindy Lenz

Property Manager - Norman Benedict -
Publicity - Norman Benedict
Historian - Norman Benedict
Member(s) at Large - John Gerson
Steve Archer

Call Meeting to Order: 7 PM

Roll Call

Introductions: New Members and Guests

Guest Speaker:

Minutes: Secretary

Reports:

1. Treasurer
2. Newsletter Editor
3. Membership
4. Web Master
5. Legislative
6. Competition
7. Activities
8. Car Show - vacant

Club Business:

OLD:

1. The museum is open on a limited schedule
2. Member Bob Severin has been nominated and confirmed as 2021 Car Show Coordinator.

NEW:

1. CCM 2020 Member of the Year: **Norman Benedict**
2. Life Member Dale Blanchard passed on 12-02-2020.
- 3.

Announcements:

1. We are somewhat optimistic about the second half of 2021.
2. Mopar Day in the Park 27 - Sat. June 26, 2021
3. Shriners toy run - collecting all year

Open Forum / Bench Racing

Raffle

Adjourn

*This months
meeting is
cancelled due
to Museum
closure and
COVID 19*

2021 Calendar
(tentative)

Jan. - Happy New Year
- Brunch Sun

Feb. - Brunch Sun

March - Brunch Sun

April - Brunch Sun
- ACCC Conference,
Wed-Thur,

- CCM host lunch Wed
- Lunch Bunch Wed

May - Maxwell car show, Sat
- Brunch Sun

June - Mopar Day in the Park 27,
Sat 26, 2021

July - ?

Aug - ?

Sept - Mopar Shootout, Sat
Carmichael park picnic, Sun
ACCC conference, Wed-Thur

Oct - Poker Run

Nov - CAM potluck, Sun

Dec - CCM Holiday Party, Sat
- Shriners Toy Run, Sun

Lunch Bunch - TBA

Brunch Bunch - TBA

Hellcat V-8 to bow out in favor of EV muscle, says Dodge CEO

courtesy Grace Houghton, Hagerty.com

The days of the tarmac-scorching 6.2-liter Hemi engine are numbered. We've got that straight from the mouth of the Dodge CEO, Tim Kuniskis, who's heralding EVs as the savior of Mopar performance. Hang with us here.

A lack of consumer demand isn't the root cause of the Hellcat mill's imminent extinction. Dodge shoehorned the engine into its Durango SUV and, as we expected, all 2000 units promptly sold out. "In the last five years or so," says Kuniskis in a video interview with CNBC, "we've sold well over 50,000 Hellcats. That's a lot of Hellcats in five years if . . . you know the price point of that car." Dodge is building what customers want.

Federal regulation will ultimately kill the Hemi, says Kuniskis. "The days of an iron-block, supercharged 6.2-liter V-8 are numbered. They're absolutely numbered because of all the compliance costs."

Remind you of the '70s? Kuniskis is already there: "1972 was the beginning of the end of the golden age of muscle cars. They went away for fuel economy, for the oil crisis. They went away for safety. They went away for insurance, and they went away for increasing emission standards. It's kind of crazy to think [that] we're getting close to a similar list of things right now."

It's disappointing news, but you can't accuse Dodge of half-heartedly celebrating the venerable Hellcat. Since the 2015 Challenger SRT Hellcat

debuted in 2014, there's been a no-holds-barred sequence of fire-breathing models and nostalgic special editions: Scat Pack, Scat Pack Widebody, Hellcat, Hellcat Widebody, Demon, Redeye, Redeye Widebody, Super Stock. That's only the Challenger side of the story, too. Consider the Chargers: Hellcat, Scat Pack, Widebody, Hellcat Redeye, Hellcat Redeye Widebody. "We're just drunk on horsepower," says Kuniskis.

In the face of ever-tightening federal regulation, Kuniskis sees electrification as the future of Mopar's legendary tire-shredding performance cars. "We know this is coming," he says, while acknowledging that EV performance isn't yet accessible for mainstream buyers. "The whole world's going to get there, and when it does, the price point of that technology is going to come down and . . . the crazy people are going to take that electrification, that has now become accessible from a price point [perspective], and make that performance-based instead of economy-based."

We'll come to value EVs for their performance and not simply for their environmental friendliness, he suggests. Once big-bore, gas-swilling engines become too expensive for OEMs to justify, EVs will step into their place in the performance hierarchy.

That's easy enough to tell a Tesla aficionado, but to die-hard Mopar fans, Kuniskis' logic may sound like $2+2=5$. Dodge performance is V-8 performance.

We don't envy Kuniskis' position. Government regulations are choking Dodge's most popular engine to death, and soon the brand must work to convince its customers to accept EV power.



Rumor has it if you see this sign, you'll also be listening to the "William Tell Overture". A reliable source says grooves in the road. And the road is . . . ? Somewhere in Nevada, as a guess.

If you know where it is, or find it, tell us!

Odds are, whoever did this, if it really exists, did others too. We'll see.

Edelbrock to shutter Los Angeles County HQ after 83 years

courtesy Brandan Gillogly, Hagerty.com

Edelbrock, manufacturer of some of the most popular performance aftermarket intake manifolds and cylinder heads for our favorite V-8 engines, is packing up its Torrance, California, headquarters. Edelbrock's home since 1999, has 270 employees, most of whom will be laid off.

Edelbrock joining forces with Comp Performance Group, owners of Comp Cams and others, is what set this change in motion. The union brings into existence one of the largest conglomerates in the performance industry. Edelbrock began moving some of its operations to a new facility in Olive Branch, Mississippi, beginning early in 2020. That new location will be the future headquarters of both Edelbrock and Comp Performance Group. Comp Cams is leaving its longtime home in Memphis, Tennessee.

We spoke to a veteran Edelbrock employee, who told us that Edelbrock plans to keep its two foundry facilities in California, and to retain its Edelbrock Race Center in Mooresville, NC, in the heart of NASCAR country.

Edelbrock has been a constant presence in the auto aftermarket, and L.A., ever since Vic Edelbrock first designed his Slingshot intake manifold in 1938. Its move to Mississippi, along with Comp Performance Group, is a loss for L.A. and Memphis, but hopefully, it means the companies can continue to innovate and serve the performance market with compelling products.



2021 CHRYSLER VEHICLES



2021 Chrysler 300



2021 Chrysler Pacifica



2021 Chrysler Pacifica Hybrid



2021 Chrysler Voyager

2021 DODGE VEHICLES



2021 Dodge Challenger



2021 Dodge Challenger SRT



2021 Dodge Charger



2021 Dodge Charger SRT



2021 Dodge Durango



2021 Dodge Durango SRT



2021 JEEP VEHICLES



2021 Jeep Cherokee



2021 Jeep Compass



2021 Jeep Gladiator



2021 Jeep Grand Cherokee



2021 Jeep Grand Cherokee SRT



2021 Jeep Renegade



2021 Jeep Wrangler

2021 RAM VEHICLES



2021 Ram 1500



2021 Ram Chassis Cab



2021 Ram Heavy Duty



2021 Ram ProMaster



News

To nobody's surprise, the Durango SRT Hellcat is now sold out

Nathan Petroelje

headline news courtesy
Hagerty.com



News

Edelbrock to shutter Los Angeles County HQ after 83 years

Brandan Gillogly



2021 Dodge Challenger Mopar Drag Pak is the quickest yet

The latest Challenger Mopar Drag Pak will deliver quarter-mile ETs in the sevens, from the factory.

Viknesh Vijayenthiran September 3, 2020



Dodge makes previously limited Gold Rush paint available on more Challengers

The list of retro colors for the Dodge Challenger has been expanded to seven.

Viknesh Vijayenthiran December 4, 2020



World's only Dodge Shelby Viper GTS/CS heads to auction

There was a time when Carroll Shelby modified the Dodge Viper, and a one-off prototype built by him can now be yours.

Viknesh Vijayenthiran December 30, 2020



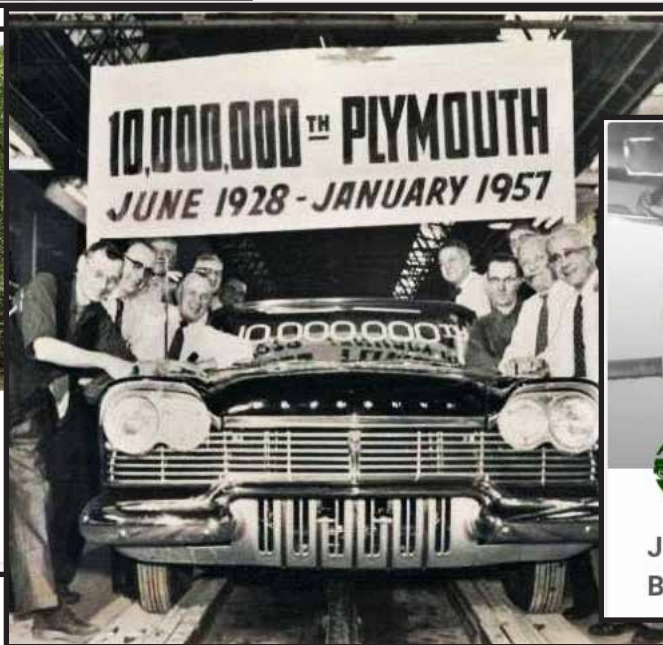
2021 Dodge Durango SRT Hellcat sold out

All 2,000 units of the 710-hp 2021 Dodge Durango SRT Hellcat are built and allocated, though some dealers have unclaimed inventory.

Stephen Edelstein January 21, 2021



January 26, 1979 – Dukes of Hazzard premiers



January 25, 1941 – NASCAR racer Buddy Baker is born



date event location more info / contact

Here's our 2021 Event Schedule. Nothing is planned until the Maxwell Show in May, but if things start to open up before then,

we'll put something together, even if it's just a picnic or a Club meeting. Stay safe

May 2021	Maxwell Car Show	Maxwell CA	Bob or Norm
6/26/21	CCM Day in the Park 27	Cordova Park	Bob or Norm



CHARGED UP Mr. Ehrenberg—My grandfather says he had one of the first year Dodge Chargers, a 1966. He says it had a big-block 361. I thought I remember hearing that you did an article on a 1965 Charger. Am I right? Nelson Ward Chattanooga, TN Nelson—Good memory! There was a 1965 production Dodge Charger, it was an option package on the Dart GT. There was also a 1964 Charger show car, one built, now in the hands of private collector Joe Bortz (see MA, Dec, 2007 issue, and pix, top). There's always been disagreement as to whether the '65 should "count", since it was an option package, not a standalone model. To my way of thinking, since the factory built 180 of them (all factory-built at the Los Angeles assembly plant, and sold in that...



You're reading a preview of
 Mopar Action - February 2021



*Capital City Mopars Life Member
 Dale Blanchard passed away
 on December 2, 2020,
 at the age of 91.
 He was the Club Secretary
 when CCM was incorporated in
 November 1996 and
 CCM President in 1998.
 A fine man , diehard CCM fan,
 and a good friend.
 You will be missed Dale.*

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RETURN SERVICE REQUESTED

Mopars in the Park XXVII
Saturday June 26, 2021
Come One, Come ALL !!

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	cindyppearl916@gmail.com
Membership:	Richard Teerlink	(916) 631-0297	rteerlink@mecom
Newsletter Editor:	Mark Perry	(916) 956-8863	mark@chIngr.com
Webmaster:	Anthony Garcia	(916) 985-8523	webmaster@capitalcitymopars.com
Car Show:	Bob Severin	(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