

Challenger



NEWS

Upcoming Events

- CCM General Meeting

cancelled

- Bunch Brunch?

...on hold

- CCM Board Meeting

TBA

- The Lunch Bunch

...on hold

- Maxwell Car Show

Saturday May 15

- CCM Day in the Park XXVII!

June 26, 2021 - tentative

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.

Your car's oil is already 100 million years old—another year won't kill it

courtesy Rob Siegel, Hagerty.com

Hythem Zayed writes: I own a 1965 Mustang with a V-8. From March through October, I drive it about once a week. In the winter months, I start it every week and let it run for 15 minutes. At most, I put a couple hundred miles on the car each year. I have read different opinions on how often to change the oil in this kind of situation, and I cannot seem to find a definitive answer. I figure it can't hurt to change the oil, but am I wasting money and energy by unnecessarily doing so?

This is really a judgment call based on your personal comfort level. While oil is not hygroscopic like brake fluid (does not absorb water) and doesn't spoil from sitting like gas does, a small amount of condensation can occur when a warm engine cools off. Regular drives, longer trips, and a properly functioning PCV System give the engine a chance to cook off that moisture as well as unburned fuel that may have found its way into the oil during hard starting and overly rich warm-up.

Some of my cars have a similar usage profile to yours, and because my garage is a little humid, I'll typically change the oil after two years, even if the cars have racked up fewer than a thousand miles. On some cars I may go three years. I don't, however, have data from an oil analysis to support any of this. It's just what feels right to me.



COVID BEST LITTLE FREE! CAR SHOW IN THE WORLD
24th ANNUAL Maxwell Classic Car Show and Parade
 Located At
Maxwell High School
 515 Oak Street, Maxwell, CA
Saturday, May 15, 2021
 The "Original" FREE Car Show of Northern California



What's the real difference between synthetic oil and conventional oil?

courtesy Kyle Smith, Hagerty.com

Nothing ignites the vintage car discussion boards like the oil debate, and the hardest part of that conversation involves separating fact from fiction. Many long-held beliefs may not be based around modern science, but sometimes the knowledge to correct those false assumptions is hard to find. Thankfully, Engineering Explained took a look into the basics of conventional vs synthetic oils.

The main difference is the size and construction of the molecules that comprise the base oil. A conventional oil is formed by nature, meaning that its molecular construction is irregular and thus its viscosity, measured over the wide range of temperatures experienced by modern engines, can be slightly unpredictable. That change in viscosity calculated over change in temperature is called the viscosity index. Essentially, conventional oil's viscosity index reveals that the larger molecules do not want to move around when cold and the smaller molecules move too readily when hot. In general, that's not a damning verdict, but it means that conventional oil is hardly ideal for engines with increasingly tighter tolerances.

Enter synthetic oil, whose base oil designed by engineers to include molecules that are much more uniform compared to those in conventional oil. That molecular uniformity produces a significantly more stable oil. Synthetic oil flows easier at cold temperatures and thicker at higher one—really, it's a win-win.

continued on page 3



Member: Association of California Car Clubs & California Automobile Museum

GENERAL MEETING April 6, 2021

Call Meeting to Order: 7 PM

Minutes: Secretary

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

Club Business:

- OLD:**
1. The museum is open on a limited schedule
 2. Maxwell car show is a go: Sat May 15. (contact Bob 916-716-9385 or Norm 916-673-8957 if you'd like to join the CCM caravan to this event)

- NEW:**
1. Membership renewals are running late. Please send in your updated app and check as soon as you can.
 2. The Board of Directors has continued to meet to keep Club business up to date.
 3. Regular Club meetings will resume as soon as we can.

Announcements:

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

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 15
- 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 11
- Shriners Toy Run, Sun

Lunch Bunch - TBA
Brunch Bunch - TBA

BOARD of DIRECTORS MEETING March 16, 2021

Reports: Treasurer - Norm reported Ending balance in accounts \$1,804.39.

<u>Ending Balance</u>	<u>Income</u>	<u>Expenses</u>
\$ 704.39 Checking	\$36.00 Membership	\$475.00 Hagerty Liability Ins.
\$1,000.00 Car Show		\$240.00 ACCC
\$ 100.00 Cash Box		\$225.00 Burriss Bookkeeping
\$1,804.39 Total		\$800.00 CA Franchise Tax

Newsletter - Members are pleased and found newsletter very interesting

Membership - Bob is working on status of membership

Webmaster - Absent

Activities - Nothing to report

Car Show - News was received very recently that Elks is a possibility for CCM Car Show.

Details and Fees TBD.

We have the liability insurance that is required.

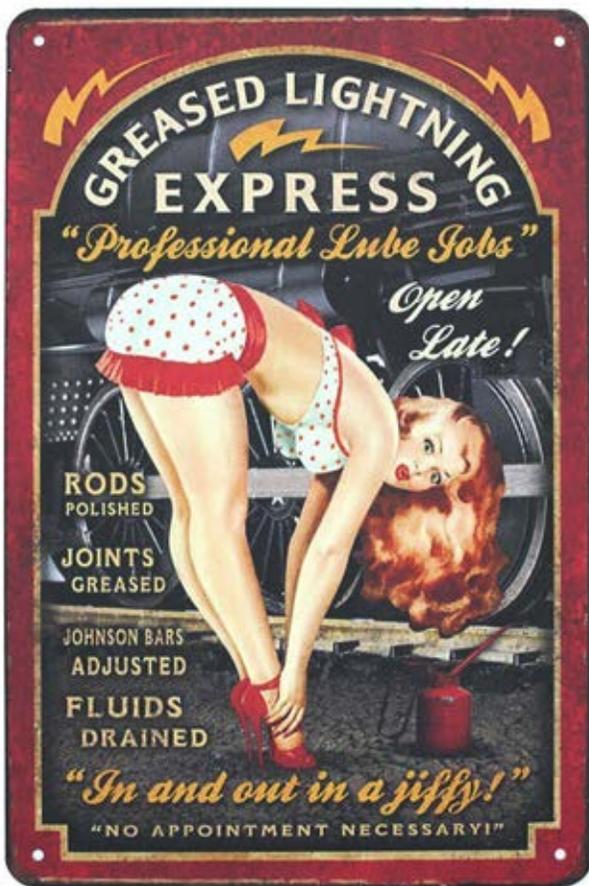
We need to pick date and have a possible alternative date.

Elks will discuss with their board and advise us on Thurs. March 18.

Business:

1. Car show possibilities were discussed. Elks Lodge or alternative place and dates. Suggestion- Sept. 11th
2. Carmichael Elks is open for business.
We are tentatively scheduled for X-mas dinner Dec. 11, 2021
3. Calif. Auto Museum is open on a limited schedule for tours





(cont'd. from front page)

Of course, this is the point in the internet debate where an expert points out that you can manipulate conventional oil to mimic synthetic if you use the right additives.

What an additive? It's in the name, really: they're chemical compounds added to the base oil to alter certain properties of that oil. One additive might help with cold flow, and another might induce a higher viscosity at higher temperatures. Even so, that means your conventional oil needs two additions just to be on a level playing field with synthetic when it comes to viscosity stability.

The other factor to consider is the oxidation protection provided by synthetics. Again, the degree of oxidation protection provided by an oil is dictated by its molecular composition—not their size or shape, this time, but their chemical nature. Conventional oil is, yet again, beholden to nature's construction, and ring molecules and double bonds are common. Unfortunately, these two constructions provide an easy attachment point for oxygen molecules. That oxidation makes the molecules larger, producing issues with flow and build-up. A synthetic oil does not have these oddly-shaped molecules and is less receptive to oxygen molecules. Since synthetics fight oxidation at a chemical level, most synthetic oils have longer oil change intervals.

Are synthetic oils safe for your vintage engine?

courtesy Kyle Smith, Hagerty.com

It has been nearly five decades since consumers could first acquire synthetic lubricants engineered to suit specific needs of internal combustion engines. However, are synthetic engines oils all they are cracked up to be? And are they OK to use with a vintage car? Some "experts" will tell you synthetics are the cure for everything from oil consumption to leaks, but if that seems too good to be true it's for a simple reason: the reality is more complicated.

Jason Fenske from YouTube channel Engineering Explained took a dive into some of the more popular claims and myths surrounding synthetic oils. The video is sponsored by an oil company, but don't let that steer you away. The information Fenske presents is solid, and there's more factual truth here than you find on most forums and angry Group threads on Facebook.

There are four basic items the video covers. Two are softballs, but the other two address a lot of real concerns. Softballs: First, is synthetic safe to use in vintage engines? Second, when should you switch from conventional if you are holding onto an engine or car for a long time? The answers: Synthetics are safe to use in the vast majority of applications, and you should switch when you feel like it makes sense. If that last answer is too vague for your liking, consider that there is not a specific mileage or time when it's necessary, and it comes down in many cases to personal preference.

Now, the tougher points. A lot of people say not to use synthetics because they will make your car leak worse than it already does. Fenske fights against this notion, reporting that the thinking likely stems from early synthetic blends which used ester oils in the base that were incompatible with certain seal materials and would cause seal failure and, thus, leaks. Luckily, those ester oils were decades ago removed from base oils that comprise synthetics. This should not be a concern if using modern synthetic oils.

The other major point is regarding detergents. Detergents have been in oils for a very long time, but different brands have different formulas and, therefore, the amount and potency of the cleaning agents in your oil can vary. It is certainly possible that modern synthetics have more cleaning power in the formula but, as Fenske points out in the video, cleaning your engine to any degree is rarely a bad thing. The few exceptions are for engines like the one in my Model A Ford, which does not have an oil filter to catch any particulate that might be suspended in the oil and would thus be circulated to bearing surfaces where damage could occur. In systems with an oil filter, it doesn't make sense to allow deposits and gunk to build up inside an engine. Those build-ups can cause a lot of damage on their own if left unchecked, something that many folks seem to leave out of the conversation about the detergents in oils.

There is rarely one tidy answer when it comes to oil questions. Don't be scared of synthetics just because a few people on the internet poo-poo them. Do your research and get familiar with what your engine needs from a trusted authority—it might save you a few dollars, or at least the headache of trying to separate fact from fiction.

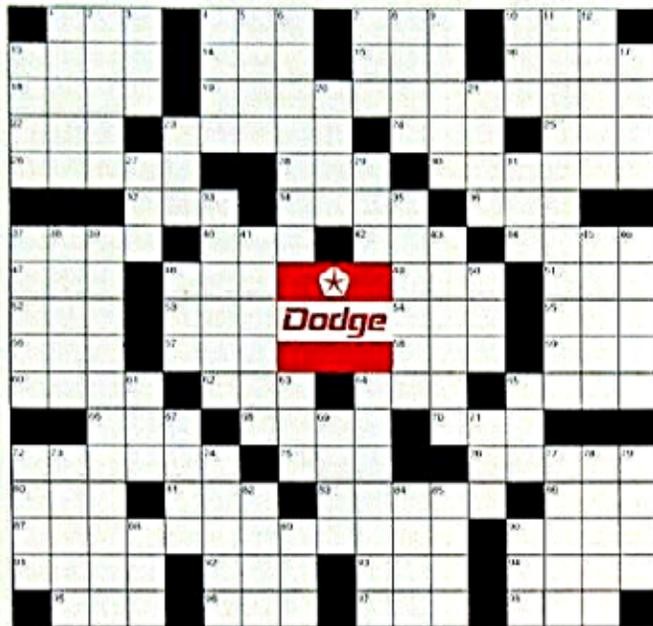


The Dodge SPORT word

Puzzle

By Stanley Newman

"1991 HALL OF FAMERS"



Across

1. Hitler's stal: Abbr.
4. Armed conflict
7. Big bankroll
10. Toon and Gelberger
13. Rear part of a surfboard
14. Self-image
15. Cable network that features boxing
16. Team spokesperson: Abbr.
18. Singer Guthrie
19. 1991 baseball Hall of Famer: 2 wds.
22. Snake with a squeeze
23. Former Tigers manager Red ____
24. Racehorse classification
25. Former Pirates pitcher ____ Sewell
26. 1991 motor sports Hall of Famer
28. Nightclub routine
30. "Easy come, ____": 2 wds.
32. Sound of reproach
34. Baltimore ____ (high-bouncing batted ball)
36. Mr. Durocher
37. Region south of San Diego
40. Big galoot
42. Racehorse, in slang
44. Olympian Kivlat
47. Caught ____ rundown: 2 wds.
48. Supporting a proposal
49. Egyptian king
51. Actress ____ Dawn Chong
52. Relatives
53. Shell or Rooney
54. ____ skiing (off-season practice)
55. Retirement account: Abbr.
56. UFO pilots: Abbr.
57. Cleveland NBA'er, for short
58. Reply: Abbr.
59. Santa's helper
60. Squealers
62. Ride the bench
64. Tournament qualifying exemption
65. Change for a five
66. Have a hot dog
68. Space-shuttle organization: Abbr.
70. Go off course
72. 1991 pro football Hall of Famer
75. "____ All in The Game"
76. Runnin' ____ (UNLV player)
80. A female sheep
81. Grassy field
83. ____ Olajuwon
86. Ezzard Charles KO'd him in '51
87. Houston Oilers Hall of Famer: 2 wds.
90. "It's ____ to tell a lie": 2 wds.
91. Defeat badly
92. "Open 9 ____ 6"
93. Outfielder Raines
94. NHL'er, in headlines
95. Dentist's degree: Abbr.
96. Speak up
97. ____ in "Schwarzenegger": 2 wds.
98. Sandwich bread

Down

1. Atlanta Braves' senior VP
2. 1991 tennis Hall of Famer
3. Day-____ (fluorescent paint)
4. "Here ____ again!": 2 wds.
5. "I've Got ____ in Kalamazoo": 2 wds.
6. He saved three games in the '60 World Series: 2 wds.
7. Abbott and Costello's first baseman
8. "Cadabra" preceder
9. "ADVANTAGE: ____"
10. Pitching star
11. 1991 pro basketball Hall of Famer: 2 wds.
12. Piece of parsley
13. OH-limits
17. Printing error
20. Wales of Poland
21. Ring out
23. Monopoly quartet: Abbr.
27. Fraternity letter
29. Heavyweight
31. Where the buoys are
33. 1991 college football Hall of Famer
35. 1991 horse racing Hall of Famer: 2 wds.
37. Tour de France entrant
38. Santa ____ (California racetrack)
39. 1991 pro football Hall of Famer: 2 wds.
41. New York Islanders Hall of Famer
43. 1991 motor sports Hall of Famer
45. Yankees Hall of Famer ____ Combs
46. NHL team, for short
48. ____ Ten Conference
50. Cobb and Cline
61. ____ Antonio Spurs
63. Skater Babilonia
64. NBA field goals
65. Have to pay
67. Powder ingredient
69. Wild guess
71. Pitcher's pride
72. Pay attention to
73. The Hart Trophy, for one
74. Preliminary races
77. 1991 hockey Hall of Famer
78. Boxer Griffith
79. Bowling place
82. "What ____ mind reader?": 3 wds.
84. Former Phillies manager
85. Shade trees
88. Weight lifter's units: Abbr.
89. Layer of paper
90. Michael Jordan's nickname



Dodge Dakota Club Cab V-8

Give a mid-size Dodge Dakota a new 5.2L Magnum V-8 and it's got 35% more power, just for starters. More horsepower, in fact, than any standard pickup Ford or Chevy has to offer, compact or full-size. And then there's the matter of its 6,700 pounds of available towing capacity. All in all, it's quite a haul.

Advantage: Dodge



Fix a deep paint scratch at home for just \$20

courtesy Kyle Smith, Hagerty.com

The choice to own a car with nice paint is a tough one. Care and attention needs to be lavished upon your beloved ride to keep its paint in tip-top shape, but the harsh realization is no matter how much love you shower on your shiny steed, other people can swoop in and ruin it without even realizing it.

Most folks don't realize how destructive commonplace items can be to a car's laughably thin clearcoat, including items as mundane as the rivets on your jeans, the keys hanging on your belt loop, or your belt buckle. The only way to ensure your paint is never scratched is to place it in a sealed environment, which is, frankly, not much fun.

Eventually, we'll probably have to fix a scratch or two. As with any project, you can opt for the good, better, or best way to make a paint repair. ChrisFix recently took a look at the best way to repair a scratch at home on a budget.

At its core, this method revolves around serious preparation and the willingness to make things worse before they get better. A good paint job needs a solid foundation; ironically, a deep scratch is best treated by removing a bit more material.

ChrisFix uses the abrasive tip of a \$15 paint touch-up pen, but the same effect can be accomplished with careful use of sandpaper. (I recommend wet

sanding in situations like this, because it tends to remove material slightly slower and thus helps to protect eager DIYers from removing too much material.) The goal is to remove the jagged edges of the scratch and create a smooth-sided "trough" profile into which you can put the touch-up paint.

Once that sanding is complete, a quick wipe down with a wax-and-grease remover prepares the surface for paint. Taping around the scratch ensures that any material applied stays in the immediate area and prevents a potentially messy cleanup. In the video, ChrisFix applies paint with a small brush, but you could use an aerosol can or small paint gun to apply thin layers of paint, too. It is important to take the time here to apply multiple thin coats so they can cure and adhere properly. Layer the new paint until it is slightly proud compared to the factory paint around it.

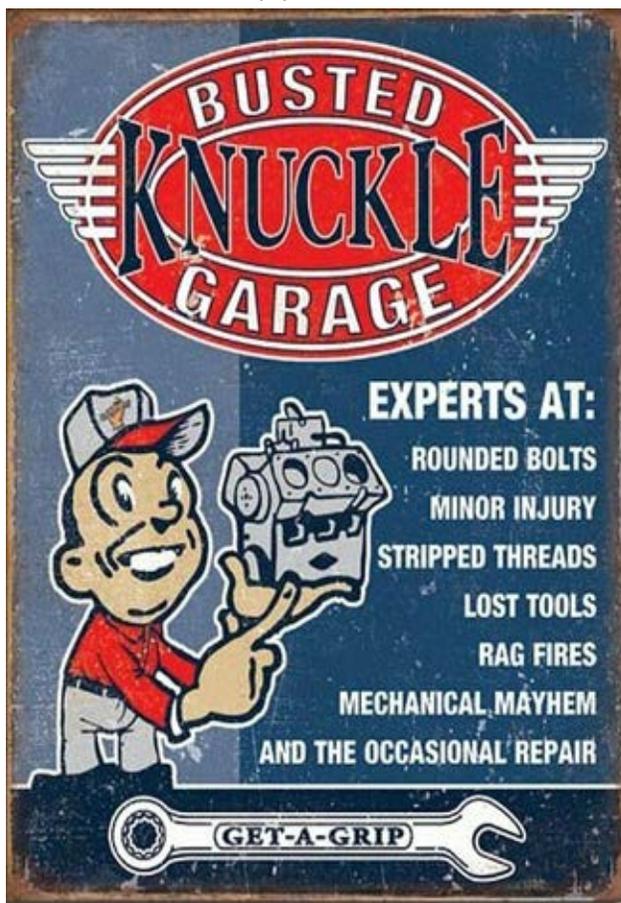
Once you've built up the necessary layers of new paint, it's time to remove the extra. Use the wet sanding method to blend the repair into the surrounding paint. Once the surface is level, a bit of polishing will finish the job.

Though you can strip and repaint the entire panel or strike a check for a professional job, this DIY method is cheaper by far. You won't erase all evidence of the scratch but, with time and patience, the results will be worth it.

Stop hacking up factory harnesses

Phillip Thomas says, in a recent *Hagerty.com* article: When you're modifying a car, the method of your madness will decide the ultimate fate of your upgrades. All too commonly, we've all seen someone's car locked in electrical purgatory from botched stereo installs and other wiring mishaps, but with some prior planning and a little hunting, it can be easy to drop in additional circuits without ever having to disturb the sanctity of the original harness. Every car I've ever worked on has some unused pigtailed hangin' around - some will be keyed, that is only powered when the key is on, others will be hot all the time. I found one years ago that tested hot all the time but quit on me after all the work was done. It turned out to be a times circuit, to keep some lights on for a couple minutes after exiting the car. As long as I had the driver's door open to work on it, it'd stay how. As soon as I closed the door to admire my work, it'd count down and turn off. Arggh!

If you didn't know any better, you might just be fooled into thinking its factory, too. If my workmanship ever causes a problem in the future, it's trivial to simply unplug the new harness and bypass it entirely by plugging the stock harness back together without it. But more importantly, by preserving the stock harness, there's a substantially lower chance of any future electrical failure.



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



date event 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

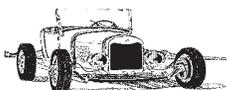
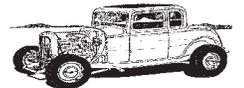
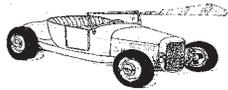
April 17	Sac Swap Meet (In Rust We Trust)	Yolo Co. Fairgrounds, Woodland	Bob	confirmed
May 15	Maxwell Car Show	Maxwell CA	Bob or Norm	confirmed
June 26	CCM Day in the Park 27	Cordova Park	Bob or Norm	tentative



2021 Drag Pak Quick Specs:

- Engine:** 354-cid Gen-III Hemi with 3.0L Whipple supercharger
- Engine controller:** Holley Dominator EFI **Wiring:** Racepak Smartwire
- Chassis:** Roll cage fabricated to SFI Specification 25.5C (NHRA-certified 7.50-second ET)
- Suspension:** Double-adjustable Drag Pak-specific tuned Bilstein coilover shocks and all-new rear four-link with wishbone upper arm.
- Brakes:** Strange Engineering Pro Series II racing brakes on the front and rear
- Wheels:** Bogart or Weld Racing wheels with Mickey Thompson tires
- Interior:** Racetech composite seats and harnesses
- Price (MSRP):** \$143,485

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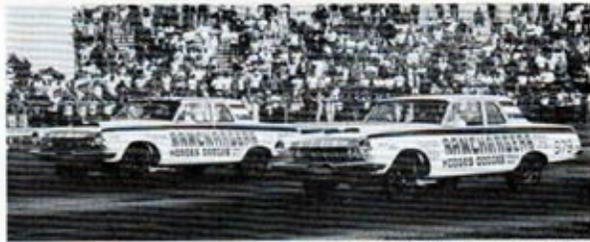
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 www.CapitalCityMopars.com

RETURN SERVICE REQUESTED

Mopars in the Park XXVII TBA - Saturday June 26, 2021



Some days you win

The fortunes on the straight and narrow warpath change as quickly as the gears in the go-box! Today you tear 'em up. Tomorrow is another day. Your machine has got to be mean . . . you've got to be good . . . and you've got to come out of the hole with more togetherness than Amos and Andy! That's the drama of the drag strip, man and machine.

That's why more than 100,000 buffs bulged the track at Indy for the NHRA's big showdown—the world championships.

And what a showdown! On Saturday, Jim Thornton in a '63 Dodge downed his Ramcharger teammate, Herman Mozer, on his



Some days you lose

way to royalty in the Super Stock Automatic Class. Next day, running for the meet's most coveted honor—Top Stock Eliminator—Mozer turned the tables and gave Thornton the thumb. But the event was far from over. Mozer still had to face the present "Mr. Eliminator," Al Eckstrand in Lawman, another specially equipped '63 Dodge. And another winner is defeated. Mozer edged him by 1/100th of a second with an e.t. of 12.22.

Some days you win. Some days you lose. That's what keeps the quarter-mile jaunt so interesting. But have you noticed? When a Dodge loses these days . . . it's to another Dodge.

Hot Dodge

