

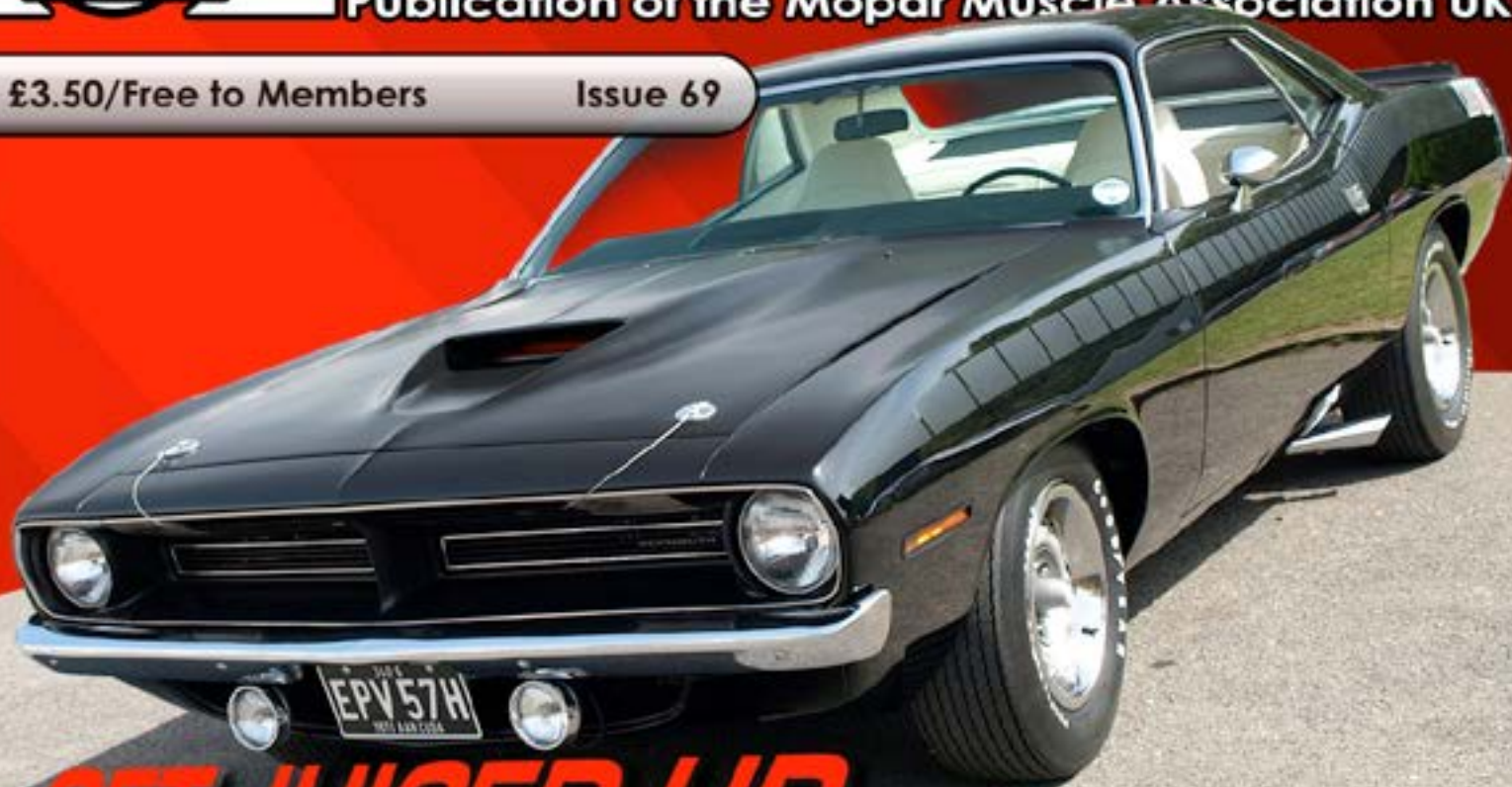


# I connected

Publication of the Mopar Muscle Association UK

£3.50/Free to Members

Issue 69



## GET JUICED UP FOR THE NATS!!

### Challenger...

### Old vs New



...and also

- ◆ The Aussie Mopar Nats
- ◆ Floyd Garrett museum
- ◆ Fast & Furious review

...plus much more





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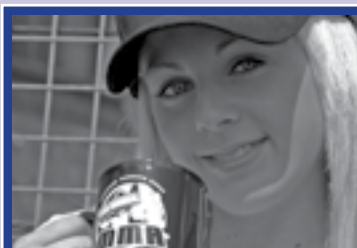
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Contributors not mentioned in articles - Connected Logo + Cover Design: Sean Henstridge.  
MMA Logo: Tristain Reidford, Back Cover - Photo's by Adam Ford



## Welcome to the first PDF version of 'Connected'.

I'm glad to say you won't find much different in the dedicated approach or the fantastic contributions from MMA members. In this issue we contrast old and new Challengers, courtesy of **Guy Walker** and **Matt Oliver**.... definitely two lucky gentlemen when you read about their cars. I am also very grateful to the continued support of **Alan Letts** and **Kev Carrington**. Alan has some stonking pictures from Floyd Garrett's Muscle Car Museum, which I have now added to my Bucket List, whilst Kev has supplied a great piece on the Aussie Mopar Nationals...a real mouthwatering appetiser for our own upcoming Nats.

Meanwhile **Ivor** has been busy with a cracking feature on Brooklands with some great shots from **Rob Lane** and **Adam Ford**. Also in the photographic vein my **Down Time** piece looks at a HDR (High Dynamic Range) programme with which I've been messing around and Josh has got his film head on as he reviews all 6 Fast and Furious films in the **Junior Page**.

Luke McCawley from the London Motor Museum (3 Nestles Avenue, Hayes, UB3 4SB) has written in with a proposal for as many MMA members as possible to visit on an agreed date. Here's his thoughts: "...as a result of you coming to the museum, we'd like to give every owner a Free Tea or Coffee, and half price entry. Our range is from the huge American muscles, low riders, hot rods, right round to Europe, including such legends as the Gt40, E-type Jag. We also have full throttle supercars, such as the Gumpert Apollo, SSC and Lamborghini Countach.... just for starters! We have recently opened our new Interactive Workshops on site, but I can't give too much away; you have to come see it for yourself." To gauge interest on this watch out for a post on the MMA forum.

The events page has more useful info and off course make sure the last weekend of July is in your diary for the **Mopar Euronationals** at Santa Pod. Every year the organisers put in major efforts to make sure this is the premier Mopar event of the season and I am sure 2013 will be no different.

Finally, as some will know, the Gas for GOSH tag comes from my support for Great Ormond Street Hospital. Here is an update from them about what they are using contributions for; if anyone else wants to donate just go to the GOSH website. I donated a £1 for every time I started the Charger up and now do the same with the Shelby.

Dear Simon,

Thank you so much for your generous gift to help fund our two new operating theatres. These state-of-the-art facilities are vital to Great Ormond Street Hospital's redevelopment plans over the next four years, and when complete will be used to treat many thousands of children who need surgery.

We will commence work on the construction of the new clinical building in 2013 where the two new operating theatres will be situated, ready to open in 2016. They will enable us to work up to 20 per cent more efficiently which means treating thousands more children each year.

It is planned for the theatres to be used 24 hours a day, seven days a week. This will enable us to keep up with the growing demand for our services.

Our patients will be anaesthetised in a separate, calming, specially designed area, while the theatres are being prepared for their operation. As well as being a much quicker turnaround, the children treated won't ever have to see the operating theatres, which can be scary. They will go to sleep and wake up in a separate room, with their parents or a play specialist by their side.

Once again, I'd like to thank you so much for your kind donation on behalf of the staff, parents and all the children who will benefit from your generous support now and in the future.

Yours sincerely,  
Tanya Mitchell, Head of Supporter Relations

See you at  
Santa Pod.

Safe journeys,  
Simon Fann  
(Gas for GOSH)





## Are things looking up in the world of American Muscle?

As I write this, we are busy getting things packed and sorted in preparation for the Mopar Euronats. At long last, the sun is shining, the girls have got their mini skirts out of cold storage and MMA members are out and about pounding the tarmac of Great Britain.

Despite the fact that we are in times of austerity, it appears that MMA members, no scratch that, lots of American muscle car owners are saying sod it, I'm cracking on with the rebuild of my car, or driving the one that I have. Some of us are mad enough to be looking at buying a car!

Unbelievable though it may seem, there has been a steady stream of new members joining the MMA and some familiar faces returning to the fold, which is great news for the club and great news for the muscle car movement and long may it continue.

### New Spark Plugs

Are you having problems finding a spark plug that lasts very long in your Mopar? I had heard several rumours that owners of classic cars have been having problems with new spark plugs and the Green Spark Plug company points out that Donald McKinsey in the 'States, may well have found the answer.

"When the automobiles became controlled by computer, the spark plugs did not have to have the bottom of the insulator glazed. The cars have fuel injection and the computer will not put enough gasoline into the cylinder to flood it. It injects fuel into the cylinder and says I will not put any more fuel into the engine until it fires. Then it fires the cylinder with 40,000 volts, if something happens to this computer control and too much fuel is injected into the cylinder, and the engine floods, this vehicle will not run right until you have taken the old plugs out and replaced them with a new set. What has happened is the trash gasoline the Federal Government has forced on us has contaminated the spark plugs because they are not glazed on the bottom. However when was the last time you flooded a computer controlled vehicle? More than likely, never.

Now these old engines do not have computer control and if your carburetor is running rich or you flood the engine, the same thing happens. The bottom of the insulator where it fires the engine becomes contaminated and becomes junk. The point coil or magneto ignition does not have 40,000 volts to fire the spark plug.

• The solution to this problem is to find the spark plugs that were manufactured prior to the time that they quit glazing the bottom of the insulator. (Around 1975-77..) In those engines that used 1/2" pipe thread spark plugs or 7/8 - 18 thread spark plugs, the best deal is to try to buy spark plugs that come apart so the insulator can be taken out and cleaned with WD-40, kerosene, Diesel fuel, or other things that will not remove the glaze on the bottom of the insulator. In any case, do not sand blast or glass bead them. This removes the glaze and you have a short life plug just as though you had purchased one of the newly manufactured spark plugs.

• Those plugs that do not come apart, but are glazed on the bottom of the insulator can be put in a can of the same material mentioned above and set over night. Then brush the carbon and oil out of them with an acid brush or other small brush. After cleaning them, blow them off to remove the excess cleaning liquid and you are ready to run again. I cannot emphasize enough that spark plugs should not be sandblasted or glass beaded. Also that to get any length of life in the old engines, they must have an insulator that was glazed on the bottom."

### The MMA at the Classic Car Show 2013

• Okay, I know it's Summer and the Classic Car show is months away, but I like to get my ducks in a row and would like to invite MMA members who would like to exhibit their car at this amazing show to drop me an email on [chairman@moparuk.com](mailto:chairman@moparuk.com) so I can get your name on the list.

• You must be able to get your car to and from the NEC at Birmingham, the set up is usually about 9am on the Tuesday morning and you need to be available to get your car off the stand on the Sunday evening at 5.30.

• As we are quite a small club, unfortunately we can't help with costs or accommodation I'm afraid. Now just because your car isn't a 100 point top of the range and all the options car, don't think you are not in with a shout, last year we had Terry Redburn's Valiant as well as Steve Bilson's four door (heaven forbid!) on the stand and the crowds absolutely loved 'em all, in fact they got just as many looks as Pete Wiseman's fantastic Six Pack Super Bee and Roger Keys' Charger RT/SE.

• Much as we'd love to accept every car, we can only get for on the stand, so please don't be disappointed if you don't get selected, I remember one year we were offered five Chargers and we only had room for one!

• So if you are interested, let me know, don't be shy!

# MEMBERS MOPAR

## 1970 Dodge Challenger - Matt Oliver

I joined the MMA back in June (as 'sublime for 40') and have been meaning to get settled and write in as a relatively 'new' member. However, family, work, and of course, the 'car' conspired to delay my composition.

I work for Tata Motors in the UK and am currently sitting at a hotel in Pune (India) where it is about 25C and they are playing "Merry Xmas Everybody" by Slade in the background. Strange, but true.

I got issue 67 of 'Connected' just before flying out - so put it in my bag for just such an occasion. Reading it on a day off - as it is Sunday. Also beside me is the January edition of 'Classic Cars', courtesy of the folks at British Airways. I do not want to give the impression that I would willingly spend £4.50 on such a publication, but it has taught me a valuable lesson. That one could spend £75,000 on an E-Type or, a third of that on a Muscle Car and get just as much fun and glances for your money.

I've attached some images of my Mopar. It's my first Mopar, and my first American - imported this summer from a couple in Ohio. I've been looking at Muscle Cars since about 1985 (I'm as old as the aforementioned Jaguar) but was knocked out when visiting the NEC one year and saw this amazing-looking purple car with a white interior - it was called the 'Artful Dodger' (Dean Inskip tells me he knows the current owner) and I remembered at the time noting that it was a Dodge Challenger. Many books later (no Google back then) I was fully

- briefed on the genre. Then came the shows . . . and to cut a
- long story short, I decided that one day, I'd have a 'Cuda.
- Yes, that's correct, a 'Cuda, as I decided that Mopar had
- the best-looking stable of cars, engines, colours and crazy
- Warner Brothers graphics and advertising campaigns.
- These guys look like they were enjoying themselves.
- However, as my tastes matured, it became a Challenger as
- the car of choice. Finally I had the finances to go looking
- and the search started in earnest about 30 years after the
- idea was hatched.

- I got hooked up with Dean Inskip, via a mutual friend
- at work, and he got his contact in Texas to get looking.
- Many mails later, we homed in on a couple in Ohio (Larry
- is retired from Chrysler and in his 60's) who bought a







Sublime 318 California '70 and totally reworked it into a clone R/T - or put a little more politely, a 'tribute car'. I'm sure the purist will turn away in horror - not original engine, trim level, aren't those '71 stripes on a '70 ?! and was the 'Tuff' steering wheel an option in '70 ? . . . BUT, 99.9% of the people who see this car give a big thumbs up and a knowing grin. I feel that's what it was always meant to do - make people feel good - especially the Oil companies.

Larry did this as a retirement 'hobby' (he tells me he bitterly regrets selling it now, but has just started a Road Runner to make up for his sad loss). It now has a 440, aluminium radiator, Rallye dash . . . a long list of restored or replaced parts over the original. I went for the Irish plate as a bit of a novelty - it's actually a 4 barrel but not many people have



spotted that yet. They did not have 'DIG 4404' and I guess I could always upgrade to a six pack if the pressure gets too great.

The fender tag decodes as a 318 LA-built Sublime with a white vinyl roof.

I could write a book on the ins and outs of importing - the best bit being that when it landed at Felixstowe, I was on holiday in Europe (which also helped me miss the Euro Nats last year). Even better, my 2013 holiday has me leaving at 06.00 on this year's Nats Saturday - so, not sure if I'll make it for the Friday or not!

*Matt Oliver (sublime for 40)*



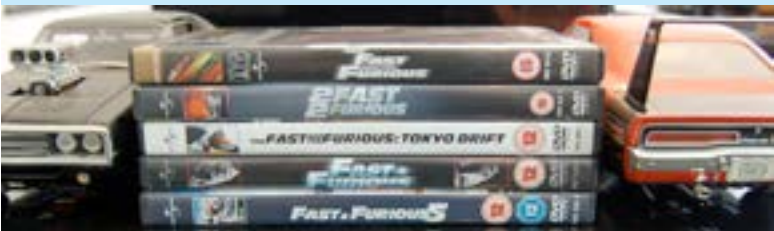


# JUNIOR PAGE



## Fast and Furious 1-6

Words and photos by Josh Fann



Over the years we've seen some great movies come from the series "Fast and Furious", I'm here to talk about the good, bad and ugly parts of the films.

### Cars:

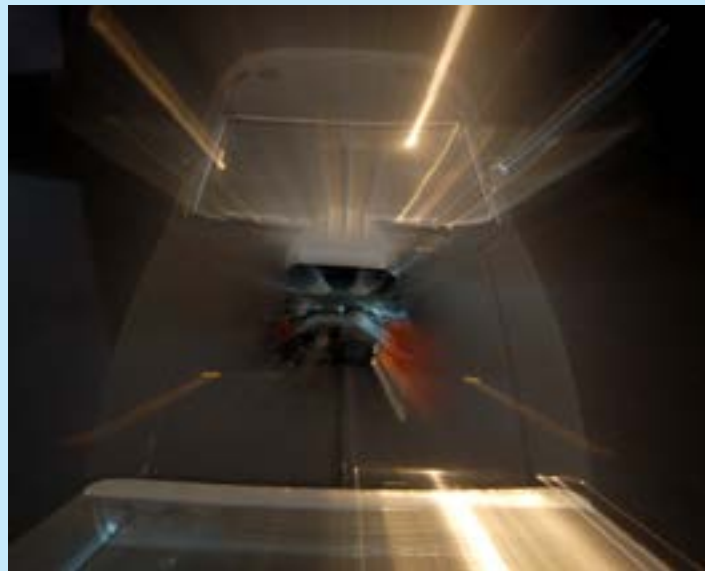
The films are, of course, all based around cars and how cars operate; this is what this section is about. Now anyone who's watched a couple of the films will know that the series features impressive American muscle with heavy modifications and also, for those with a love of modern cars, quite a few imports such as the Mitsubishi Eclipse



Spyder in 2. I am a lover of all nice cars young and old but I was disappointed with the cars in Fast and Furious 3: Tokyo Drift. It featured only 2 muscle cars, and they were both only in the film for minutes, and the rest were Japanese cars. I guess this is acceptable for a film set in Tokyo but I would still have liked to have seen more muscle cars in the film...when's a hemi Cuda going to get a lead role??

One car I must talk about is the famous black charger that Vin Diesel drives in pretty much every one of the films that he is in. It is a beautiful car with a lovely sounding engine and impressive and unrealistic speed (*Ed comment – this might stir a few comments Josh!*). It is therefore a shame

that the car has a habit of being destroyed in most films it appears in. This is what I would vote for as the best car in the Fast and Furious franchise with maybe the orange challenger from Fast and Furious 2 as a close second.



### Plot:

I may well admire the cars and driving but the storylines aren't exactly awe-inspiring, it just tends to be races and women (I am 14 remember!). I couldn't give you much detail about the plot in any of the movies as they are too generic to actually remember. The best plot, in my opinion, is in the 4th movie and I'm not going to tell you it because it also happens to be my favourite in the series. If you were planning on watching the Fast and Furious films for their fabulous acting and engaging storylines then you are going to be disappointed, the only reason you should ever watch the series is to watch some amazing driving and some cool explosions. And given my love for the Charger this is how 1 should have ended...



### Fast and Furious 6:

Now I'm going to warn those that haven't watched the movie that I'm going to spoil the story, although it hardly earns the title of a "story", so **SPOILER ALERT!** And for



the few who liked the film I'm going to warn you that I'm going to point out a lot of major flaws with this movie.

### 1. Ok to start off we have the return of Lettie, Toretto's (Vin Diesel) girlfriend.

How did she survive? She was an FBI agent undercover, her cover got blown and the person who blew it has a gun to her head. Why would he not shoot her? Later on in the film it reveals that Lettie gets out of a wrecked car and slowly clambers to her feet as the man with the gun lines up the shot to her head. But at the last minute he changes his mind and shoots her cars' NOS tanks instead. Why?

### 2. Next we have the fact of Lettie getting memory loss.

The film says this is because the explosion affected her memory. Now I'm not an expert but anything with the force to alter the way your brain works will probably kill you. I mean how else could she have got brain damage from an explosion, it has to have smashed her head against the floor or flung shrapnel into her head. Either of which would have killed her.

### 3. Lettie's mysterious disappearance

In Fast and Furious 6 Lettie disappears from the FBI even though they clearly say in the film that she was taken to hospital. If she was taken to hospital then they would have instantly been able to find her, if your agent goes missing and there is no body at the crime scene and then suspiciously a person with the name "Lettie" checks into hospital you're hardly going to say "oh yeah she's dead."

### 4. Lettie not dying (again)

If Braga (one of the bad guys) wanted her dead but she didn't die and she went to hospital then why didn't he just

finish the job? Why get her to join you when you could just tie up a loose end and have her killed?

### 5. Toretto being "Out of jurisdiction"

They say in the film that the Rock is not allowed to arrest Toretto because he's in another country but the entire 5th film the Rock tearing up half of Brazil looking for him. And also even if he really wasn't allowed then the government would have just said to the other countries' government "he's a terrorist hand him over". Because they are terrorists, just look at the other films there is plenty of terror caused there. And don't tell me the government can't do that: I Googled it.

### 6-10 Did anyone who made this film actually watch it?

The amount of laws of physics broken in this film is ridiculous; gravity, momentum, thermal, energy you name it it's been broken. Also Human Anatomy has been ignored, the Lettie conundrum and also Toretto gets shot, drives home and gets tools to pull out the bullet and still doesn't even faint from blood loss.

I think that I'm going to minus the number of errors from a total of 10 to give my overall rating, thus awarding Fast and Furious 6 a magnificent 0 out of 10. I am going to suggest you watch the film just to see how many laws of physics you can spot that are broken. I'll give you one: the scene where the airplane takes off: for speed x time the runway is easily over 20 miles long!

Thanks for reading,  
Josh Fann





# Carrington's Travels Mopar Nationals

**Calder Park Raceway, Melbourne, Victoria,  
Australia 1<sup>st</sup> December 2012**

G'Day folks,

Calder Park Raceway is a Dragstrip and an Oval which is only 30 mins from my apartment. Activity there has almost dried up at the moment but THE best show I have attended there had to be the Mopar Nats, back in Dec 2012.

I walked through the entrance gate to the dragstrip side and could see 1 or 2 cars, but most people seemed to be walking toward the pits so I followed. As usual, the weather was pretty good, as you can tell from the pics.



• As I walked over the bank into the pit area I was  
• overwhelmed, with Mopars everywhere! We all have our  
• favourites, but for me there were so many! I love the early  
• Valiant's (why do the Aussie's do such a great job with  
• 4-door cars?) I also like the Chargers but didn't realise how  
• many were actually 6-pots.

• The Yellow RHD (sacrilege I know) Roadrunner (RDBIRD)  
• was superb and I have never seen an intake system like  
• that on a Mopar before. The Black 68 Dodge Charger  
• and the Red 68 both looked very menacing with their  
• ProCharger set up's on 440 motor's – not shy!

• After lunch, many took to the strip and there were a few  
• more favourites jumped out at me then. The Pale Blue  
• 64/5 Chrysler Valiant (ANGREE) looked nice but the way it  
• sounded was awesome. It ran a best of 9.5 if I remember  
• correctly – worked 360 motor.

• The gorgeous Black 65 Valiant (APE-5) was another quick  
• runner but was show quality too.

• And lastly, a non-Mopar but what a sleeper, the 'Plain Jane'  
• Holden Commodore (HWY 454) with an LSX 454 motor  
• has done a best of 10.36 – and it looks like nothing! Search  
• HWY 454 Commodore on You Tube.

• Enjoy the pics...

• See Ya, Kev Carrington



















# BROOKLANDS

*The right crowd and no crowding!*



Words - Ivor Hawkins. Pictures – Adam Ford

Brooklands lived up to its name, once again, with a fantastic crowd turning up on a warm, sunny day, it really was another belter of a Chryslers at Brooklands event.

I'm not sure we can credit the organiser, Derek Carter for this, or his fantastic crew of Marshalls, but I can't help noticing that since my stint began as MMA Chairman six years ago (yes it's that long) it has never rained on our parade!

The gates opened to the organisers and Marshalls at about 9am and already a queue was beginning to form, it wasn't just Mopar Muscle though, in fact the first in line was a nice looking notchback Mustang!

Myself and Martin soon put up the MMA marquee, while Derek and the boys were having the customary briefing and before long the rumble of American Muscle began to reverberate around the Brooklands sheds, together with the heady scent of high octane fuel.

Brooklands has become the event for those that are not particularly in to racing because every year the event clashes with Gary's Picnic at Shakespeare County Raceway and the MMA members are split about 50/50 between the two events I think.

The other notable thing about Brooklands is the great variety of cars it attracts classic and modern American

muscle from the 50's to the present day as well as classic trucks and hot rods. The problem is trying to pick winners and this year we supplemented the MMA committee member's votes with votes from other MMA members, in an effort to make a very difficult job so much easier.

## The Brooklands Winners

- Martin Saville from RPM who brought along the 1970 AAR 'cuda
- Roger Key's 1969 Charger RT/SE
- Rob and St Lane's 1969 Sports Satellite
- Graham's flathead Ford Roadster
- Adrian Portelli's 1966 Charger

So, once again, a brilliant Brooklands, a unique event that combines American Muscle with all that's British in motor racing. A special thanks once again must go to Derek and his team of Marshalls together with the Brooklands team who all helped make the day go so well and Adam Ford for brandishing his Olympus in such an expert manner.

See you all again next year!



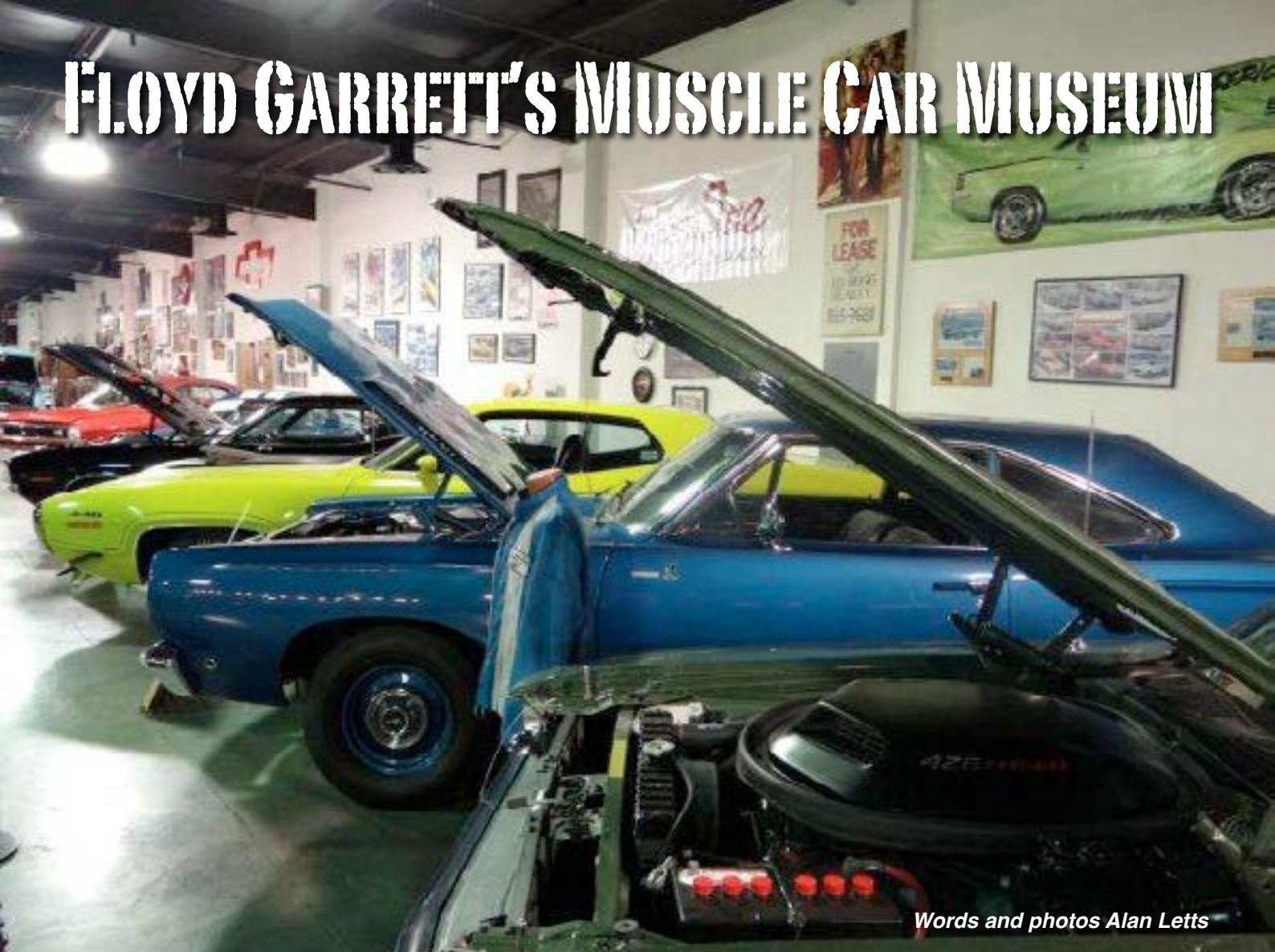








# FLOYD GARRETT'S MUSCLE CAR MUSEUM



*Words and photos Alan Letts*

On a recent trip to catch the NASCAR race at Bristol, TN, we made the trip over to Sevierville near Gatlinburg and Pigeon Forge in the Great Smoky Mountains.

Here is Floyd Garrett's muscle car museum, with over 90 muscle cars on display, worth over \$8 million.

It was a previous visit in 2007 that got me started on the whole "must own a muscle car" thing. That day we came away saying "I'd take either the Plymouth Superbird, or the Ford Talladega home." From that point I decided I was going to go back to the states and would find one. As fate would have it I only needed to go up the road to Reigate to find the car of my dreams!

Just a few extracts from the display boards by some of the cars. The red Grand Spaulding '65 Dodge has "a 426 Hemi with aluminium heads, water pump and alternator brackets; a magnesium crossram intake manifold. 12.5:1 compression pistons, a high lift mechanical camshaft, 727 torqueflite and 4.56:1 Dana. It has an acid dipped lightweight steel shell, aluminium door hinges, lightweight corning glass and an abbreviated interior."

The Vanishing Point Challengers are from the 1996 Fox remake. Five cars were used. 1 – main camera car, 2 – main stunt car, 3 – back up for 1, 4 – camera mounting car, 5 – back up for 2. Cars 4 and 5 were destroyed whilst making the film. The VP2 car has a 426 Hemi, 18 spline 4

• speed transmission and Dana 60 rear end.  
• Other than that I'll let the pictures speak for themselves, but from a Mopar point of view there's a lot of great stuff, from the unrestored '69 GTX, to the '68 hemi Roadrunner, Cudas, a '65 lightweight Dodge Coronet, the cars used in vanishing Point 2, '69 ½ Roadrunner, '70 Charger, plus plenty from GM and Ford. A few hours flew by.

• If you're in the Smoky Mountains area it's well worth checking it out, if you can't get there then check out [www.musclecarmuseum.com](http://www.musclecarmuseum.com), and tell Floyd you're from England, you're guaranteed a warm welcome from the man himself.























# 2012 DODGE CHALLENGER

Words and photos by Guy Walker

I feel I've missed out on the whole muscle car era sometimes as I was born in '74 and I can't remember the days when the vehicles that grace the pages of 'Connected' magazine, led the world in big horsepower and supercar status and performance.

Ever since I was young, I spent a lot of my time watching US produced television series. I don't need to go into the details, (you know which ones I mean, 1969 Charger with confederate flag roof ring any bells?). Afternoons in front of the T.V were filled with films by Hal Needham where a man in a cowboy hat, moustache and chest wig drove a black Trans Am whilst being chased by most of the US States law enforcement agencies in 'Hot Pursuit'.

For me these cars were the ones that 'pushed my buttons', let's put it like this, I never owned a poster of a red Lamborghini Countach for my bedroom wall in the 80's, which I find quite amazing.

Our family road cars were a string of Ford Capris of many engine sizes, in my opinion you can't get more American Muscle car looking in a right hand drive in the 1980's if you tried.

This also was not helped by my Father being involved in Motorsport throughout my life and then both my Mother and Father getting involved with motorbikes, not just normal bikes, Harleys, and my Father going on to own two Boss Hoss bikes (American Bike with a Chevy 5.7l small block engine).

When I left college in the early 90's most of my friends put deposits down on flats, I bought a Dax Rush kit car (Lotus 7 on steroids) and spent the next three years building it

• with my father. I still own the car and have no desire to sell  
• it for sentimental reasons; also my two young sons won't  
• let me either.

• I first spotted the Dodge Challenger in May 2009 whilst  
• browsing the Internet; I couldn't believe that they were  
• making new vehicles that had so many similarities to the  
• original cars of the 70's. I then decided that this was the  
• car for me. After looking around I found a 2009 second  
• hand silver SRT8, and went and test drove it. Fantastic,  
• what a car, but it was an automatic and most of the ones  
• I could find on the internet were autos as well. My daily  
• driver is an auto and although they are great and relaxing  
• to drive, I wanted something that was more involving,  
• especially as this was not to be my daily driver.

• So the plan was to hold out for a manual, the time rolled  
• by and none seemed to come up, then the announcement  
• was made that they were bringing out the 6.4l 392 for  
• 2011, could I hold out for one of these monsters?.

• The cars introduction date was the 29<sup>th</sup> November 2010,  
• the day my second son was born, could this be a sign?  
• Linked with my birth year of 1974, the year the original  
• Challenger ceased production.

• After pestering various importers for quotes for a factory  
• built car, it was still financially out of reach especially for  
• a weekend car. The first cars were the Inaugural Edition  
• 392 in Deep Water Blue and White, this looked great, but  
• the white interior of the car was wrong in so many ways.  
• I always imagined a muscle car interior to be mean and  
• moody and a bit sinister whereas seats that resembled  
• summer garden furniture, well no.



In 2012 the steering wheel was changed yet again to a round bezel along with its decrease in size and 3 spoke design launched the previous year. This is as close to a Grant style wheel I'm going to get on a modern car. Dodge also went back to the original grey seats which looked much better. I decided in 2011 that the car would look good in a Gun Metal grey, Billet Metallic was the special grey for that year, but in 2012 the grey was Tungsten Metallic which was slightly lighter than the previous year along with the steering wheel change, this was the one for me. I was so confident that I would get one I stumbled across my current number plate and bought it in preparation for the forthcoming car. But I was told that if I wanted a car in the spec and colour I wanted I would have to factory order it.

In mid April 2012 I received a call from one of the Importers to say that there were two 392 Challengers sat at Bremerhaven Docks and the auto was sold but the manual was available, these cars were failed orders. It was in my chosen colour, sunroof and transmission and also without Satnav. The only thing it didn't have were the full length Rally stripes as it was ordered with 'stripe delete' package from the Brampton factory, not to worry I can put those on later.

I had the deposit which would get the car to U.K shores; it was on its way to Harwich on the next boat. I then realised that trying to source finance was particularly difficult, it seemed that no one would cover a left hand drive without you having to pay through the nose for the privilege. Eventually a loan was settled and the car was bought.

Luckily Teslayn Engineering from Bicester who sourced the car for me were the people I chose to do my IVA work, their light packages are brilliant and they allow the full width rear light to stay red while amber LED indicators shine through the lit red lens. The side repeaters are also incorporated into the wing mirrors and front reflectors as opposed to drilling the side of the car with extra flasher units.

The spec of my 2012 Tungsten Metallic Clearcoat Challenger includes 20 inch (WPA) Forged Aluminium wheels with the black lacquered pockets, which are much more attractive than the standard SRT wheels, sunroof, but no Satnav as I felt that things like that get very outdated quickly. I love the similarities to the original car which

- include the instrument cluster, sloped transmission tunnel
- and pistol grip inspired shifter.

• The handling on the car is much better than pre 2011 SRT8's, there isn't the roll in the corners I felt compared with driving the 2009 model, which in comparison felt tame. I could be as bold to say that it feels very direct on turn in (a bold statement for a big Yank that's just a fraction on the portly side compared to its rivals). The increased horsepower up to 470hp and 470lbft of torque is just awesome, especially linked with the Tremec TR6060 6 speed manual transmission, but it's not just that, it's the fact that there are no flat spots in the power delivery, an issue the 6.1l car suffered from. The tyres will spin from a standing start up to 4<sup>th</sup> gear and that's with the traction control button switched on. I haven't switched it off yet as I feel I may be sat in a hedge bottom before I realise it.

• Well what does the future hold?, I would like to keep it as close to stock as possible, I have already had the stripes put on at Christmas 2012, the next thing is the exhaust, I fancy a Corsa Xtreme Cat Back system, as this will really make it sing and also they have some great quad exhaust finishers which are a modern take on the original 70's Challenger's square finishers.

• I would like to do some events especially Santa Pod EuroNats and one or two others, my eldest son is keen to come with me for one or two other events as well. I also run with a local Supercar Club, and the car is a refreshing change from Porsche 911's and Ferraris, even though there is a Corvette C6 ZR1 and a Ford GT40 present.

• I know that taking everything into account a new Dodge Challenger is a bit on the expensive side, and you can look at as many European performance cars as you like, but at the end of the day as wonderful as they are they lack soul and character. These things are only abundant in old style classic models. With this new generation Challenger you get these in spades and get a bit of the old style retro look linked with modern road manners. Surely that's got to be a winning combination.

• Thanks once again for all the positive posts on the MMA forum.

• *Guy (392HemiGuy)*









# Down Time

*HDR photography – words and photos Simon Fann*

Down Time...car related ideas for what to do when the strip is shut down, you're waiting for a part to arrive or you've just got some time on your hands to chill!

In this issue I'm going to focus on High Dynamic Range as a way of presenting your images. I'm certainly not a professional photographer and there are plenty of people in the MMA who are very handy with a camera, so this is just an enthusiast's way of sharing something I'm enjoying. The idea of HDR is that a number of photographs of the same image are fused together via a programme which highlights and maps different tones. Typically you take an overexposed image, an underexposed image and a best exposed image and kindly ask a computer to overlay them. You don't need a really mega flash camera but you will benefit from having a tripod. The HDR programme I use is the 32 bit version of Photomatix Pro 4.2 which I bought online from Plimus sales. If you have Photoshop it will most likely include HDR options.

There are many ways of going about this. Some cameras have menus which automatically capture three images of different exposure when you press the button. Some people will say the only thing that should change is the shutter speed so if you have a camera with M – Manual, A - Aperture, S - Shutter speed or P - Programme then you put it on S and let the camera work out everything else. That works well but you can also put it on manual and take images with different focal points as well as shutter speeds, so when you merge the images you can generate different effects. Taking this approach, however, does

mean that HDR is not best used for a quick point and shoot snap.

To see how HDR works see below three shots of my Shelby parked next to a pylon. Image 1 is overexposed, image 2 is normal and image 3 is underexposed.

These shots weren't taken on a tripod, hence the framing is not consistent, but the programme aligned the car and pylon anyway.

Final Image





Having taken my shots I uploaded them into the Photomatix programme which, to help construct the fused image, has a range of options including remove ghosting, reduce chromatic aberrations and align sources. Sometimes I like to keep the 'ghosting' (eg if a bird flew across one image but was not in the other two) and this programme allows me to automatically or manually edit this. When I hit 'process' the PC merges the selected images. In this case there were three images but it will work with two to seven. Once merged this programme offers you a number of preset alternative rendering effects which include photographic, surreal, adjusted, creative, soft, black and white etc.. The final pylon picture (*previous page*) is finished with a creative photographic effect.

To demonstrate HDR with a surreal final effect opposite are three more normal, under and overexposed images which have been merged and then altered into surreal mode. To take these my Nikon D50 was on a tripod to ensure the images all had the same frame content and the risk of movement was minimised on the longest exposure. I don't have a remote shutter release on a cable so if I want a longer shutter speed I use the timer function to further reduce the risk of camera shake.

HDR can therefore enhance the colours and tones across the whole picture or be used to transform the photograph into something like a painting. As a final example here is a picture of my friend's Stag taken with a fisheye and run through the painterly effect on my HDR programme.



Personally, I like the unreal looking effects as they add depth. I guess you can see by now that you can play with the final image for as long as you want.

So if I appear to be taking lots of snaps at the Nats this year you might well see some finished HDR shots in the next issue. As usual if anyone wants to comment on this, share good practice tips or show us your photos contact me via the editor email or see the thread on the MMA forum about this topic.

1



2



3



Final Image





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# EVENTS



## American Auto Mags North West meet

Simon Gothard has contacted us to say that the American Auto Mags North West meet is moving from the Nags Head; from Wednesday 3rd July the meet will be at the Hollow Tree pub, Tarporley Road (A49), Stretton, Warrington, Cheshire, WA4 4LX (M56 J10). There are more details here ... [www.americanautomags.com](http://www.americanautomags.com). The meeting is on the 1st Wednesday of the month, every month PLUS 3rd Wednesday of the month April to October/BST.

The 2013 dates therefore are:

July 3rd & 17th

August 7th & 21st

September 4th & 18th

October 2nd & 16th

November 6th

December 4th

## Prescott American Autumn Classic

**All-American Stars and Stripes weekend**

**Saturday and Sunday 5 and 6 October 2013**

***Celebrating the biggest, brightest, and brashest cars this side of the pond***



The ever-popular Autumn Classic event at the famous Prescott Speed Hill Climb will once again be all-American Stars and Stripes weekend celebrating the biggest, brightest, and brashest cars this side of the pond. **Saturday and Sunday 5 and 6 October 2013** will see special displays by American car clubs alongside USA-themed entertainment while competitors in a range of national championships tackle the 1127-yard course set deep in the glorious Gloucestershire countryside.

Special displays will include American car clubs and motorcycles from Pontiacs, Mustangs, Cadillac's, and Chevys to Flatheads, Hotrods, Indians, Harleys and Custom Choppers. There will be a welcome return of the Vintage Hot Rod Association and the National Chopper Club.

Many more fascinating American vehicles are confirmed, including a 1934 Ford Hot Rod, a 1934 Transam, a 1968 Transam, a 1934 Model 40 Phaeton UXB 402, Donald Trump's original stretch Cadillac, a 1969 Cadillac,

a 1968 Mustang, a '57 Chevy, a 1939 Hudson, a 1939 Plymouth, a 1923 Ford T Bucket and a 1964 GMC.

Meanwhile the paddock will be rocking to the tunes of popular rockabilly band "The Bravo Boys", and local singer Michael Ian Brown performing American 1950's jukebox classics like Elvis, Ritchie Valens, Bill Haley & His Comets, Jerry Lee Lewis, Buddy Holly, the Beach Boys, Johnny Cash and more.

Back by popular demand, we have the oldest surviving Wall of Death "The Demon Drome" the original 1920's motordrome where daredevil riders defy gravity and perform the craziest of feats, using their 1920s Indian motorcycles just inches from your eyes.

Plus New for 2013, beware of the comic capers from Laurel and Lardy, the leading Laurel and Hardy look-a-like double act in Europe, if not the World - who will be using many of the props made famous in the comedy duo's films including the original Ford Model T car - you might even end up starring in their show.

Our regular Vegas Show Girls are renowned for bringing their glitz and glamour to events, and this is no exception. At the American Autumn Classic they will be swapping their feathers for flapper dresses as they perform the 1920's Charleston.

Adding to the American theme, there will be a dedicated 'lot' for secondhand American cars and plenty of American-style food for sale.

On both Saturday and Sunday there will be action on the hill as competitors take part events for the Bugatti Owners' Club and sport car owners' clubs from Austin Healeys to TVRs.

- Gates Open at 8.00am, first cars on the hill at 9.00am.
- Under 14yrs old go FREE
- Advance tickets are currently available online, priced £15 per day, or £20 for the weekend.
- Please note: No dogs allowed on site.
- Disabled parking available
- Dedicated American car lot area

For further information, please visit:

<http://www.prescott-hillclimb.com/>

Competition tickets available for consumer/reader promotions, with the rare opportunity to "ride the famous Hill"!

Contact Rebecca at Eventageous PR on Tel: 01452 260063, email: [rebecca@eventspr.co.uk](mailto:rebecca@eventspr.co.uk)



# EVENTS



## Cruises & Regular Meets:

**KENT:** Cobtree Manor Park, Forstal Road, Ayelsford Nr Maidstone Kent ME20 7AG. It's 5 mins from M20 Junction 6 (Bluebell Hill). **10.30am second Sunday of the month.**

**LINCOLNSHIRE SOUTH:** Witham/Blues Road House Club/Bar/Restaurant, at Langrick Bridge, Boston, Lincs where all American car/hotrod petrolheads are welcome. See Witham/Blues website for full details. **Every Tuesday night right through the year.**

**MIDDLESEX/WEST LONDON:** Ace Café, North Circular, London NW10. **Last Sat of every month, 5.00pm onwards, then cruising to Chelsea Bridge at 7.30pm.**

**SOUTH LONDON/SURREY:** Krispy Kreme, Shannon Corner, New Malden, Surrey, KT3 4NA, for doughnuts, coffee and a good time. Contact Derek for more info: 07724 752512. **3rd Sunday of every month, from 9.00am** until the last one goes home. Also The Chelsea Cruise, **last Saturday of the month**, Chelsea Bridge from 7-30pm, better in the summer months, once again contact Derek for more info.

**SUSSEX:** The Berwick Inn, Station Road, Berwick, East Sussex BN26 6SZ, **first Sunday of the month from 12 noon.**

**WEST MIDLANDS:** The Paddox, Crick Rd (A428), **2nd Tuesday of the month.** (Run in conjunction with Mad Fish car club)

**HERTS & BEDS:** The Three Horseshoes, Hooks Cross; on the A602, just south of Stevenage. **Second Wednesday of every month at 8pm.**

**GREATER MANCHESTER:** The Nags Head, off the A556, just 200 yards before Junction 7 of the M56, **1st Wednesday of the month, around 7:30pm.**

**DORSET:** Viewpoint, Seaview Road/Ashley Road, Parkstone, Poole, **every Sunday afternoon** weather permitting.

**ESSEX:** Dick Turpin Pub, A127, Basildon. 7pm **last Wednesday every month.**

### August 18th - 3rd day out in Leysdown

Leave Krispy Kreme, KT3 4NA around 10-30am, around the M25 to Clackett Lane services, quick stop, leave there around 11-30am and head off to Shellness Rd, Leysdown-on-Sea, ME12 4RH, parking next to the beach, lots of pubs, cafes, fish and chips and amusements, bring your bucket and spade. This is a cruise not a show. Those of you that have been before know what a good relaxing day this is. For more details contact Derek, 0208 765 1381.

## More info from other clubs or promoters:

### ACE Café Monthly Meets 2013 Last Saturday (from 4pm) All American Cruise-In Pre-Chelsea Cruise Meet

Also ACE weekdays from 6pm:

1st Monday	German Night (BMW – Mercedes)
2nd Monday	Petrolhead Nirvana
3rd Monday	French Classic & Performance
Last Monday	Porsche Night
2nd Tuesday	Classic Car Night + Lotus 7 Club + Midget & Sprite
3rd Tuesday	VW Air-Cooled Night
Last Tuesday	VAG (Water Cooled VW, Audi, Seat, Skoda)
1st Wednesday	Hot Rod Night
3rd Wednesday	TVR + Lotus + Ginetta + Noble + Marcos
Last Wednesday	InCarNation Show n' Shine (Pre-Book Only)
1st Thursday	Mod n' Mini Night
2nd Thursday	Italian Night







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## DISCOUNT FORM 2013 MMA - UK

Name:

Address:

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E-MAIL ADDRESS:

Santa Pod Raceway  
JULY 26th -28<sup>th</sup> 2013

To receive your discount, a completed form for each member needs to be handed in to the entry gate on arrival, this includes joint members.



# MMA SHOP

Photos by Steve Edwards. Model Sian Gower.

# OPEN



Recently your committee has restocked the shop with some new merchandise.

## Prices:

MMA Mug	£4
Blue Hoodie	£18
Grey T-Shirt	£10
Black Cap	£10
Blue CD Case	£5
Shopping Bag	£4
Gym Drawstring Bag	£5

Please contact Ivor for sizes and availability - see contacts page.

