



I connected

Publication of the Mopar Muscle Association UK

£3.50/Free to Members Issue 72



Ultimate American cars



...Which Mopars would make your list?



Plus...

New Chair on board, Carrington's Travels, & Events

PICNIC AT HANGING ROCK

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MMA Logo: Tristain Reidford*



Welcome to Issue 72 of 'Connected'.

Rain, wind, rain and more rain. I hope the dreadful start to the year has inflicted nothing worse than boredom on you and all your rides are still intact. But it's nearly spring and the tarmac will soon be calling to make up for lost time... just watch out for the ridiculous number of mine-shaft pot holes in the roads these days. And in this issue there are other reasons to be on a positive upward curve...

WE HAVE A NEW MMA CHAIR! Yes a big welcome to Shaun Senior who has stepped into Ivor's shoes but declined the wingco 'tache. I'll let Shaun introduce himself but just to say it's much appreciated by all in the club that he's taken the hot seat and I'm sure his energy will be put to good use!

THERE'S SOME STONKING PICTURES FROM OZ! Kev Carrington always sends in a beanfeast of photos from his globetrotting exploits and the ones from Hanging Rock are awesome. There must be something for everyone in this selection, whatever floats your boat. It's a tonic thinking about Australia anyway this time of year but from these shots this is definitely one show I could have spent hours at.

MEMBER'S MOPAR IS UP FOR SALE. Thanks to Ade Jones for sending in some words and photos of his General Lee. A very well known car in the club could be looking for a new home. Whilst on the subject of Member's Mopars I now need more as that's it, I've run out unless some people come forward with words and photos of their ride. Contact me via the editor email or pm me on the forum if you want a mini feature in the next issue.

DOWN TIME reviews "Ultimate American Cars", a book by Craig Cheetham. So, if you were drawing up such a list, think about which Mopars you would put in. Then see if you agree with Craig.

There's also the events page for those who still need to circle some dates on their calendars. In particular thanks to Freya Perry for the info about the discount code for the Restoration Show in April at the NEC. Plus I'm back in the fold....the GT500 has gone and in Plane, Train and Automobile I'll tell you what has replaced it.

Be careful out there...!

Safe journeys, Simon Fann
(Gas for GOSH) Editor

News: It's Renewal Time

As you may have already noticed, it is renewal time again. Many of you have been asking when it would be, so here we are, far enough away from Christmas and close enough to summer time that the show season seems to be only a few weeks away, or it certainly does when there is a deadline on a car rebuild!

Renewal forms will be going out in the post, a nice pink colour this time, so you won't miss it. We won't send out a form if you have already renewed, but if you do get one and think you have already done it, it may be you have renewed after we sorted out the posting but before it landed on the mat.

We have held prices as the previous years rate. We can still accept cheques, or bank transfer (account details on the pink form), or Paypal if you find this easier as many of you do.

If you have already renewed on line thank you very much, your continued support by being a member is what keeps this club going.

If you do not renew, this issue of Connected will be the last you will be able to view through the website, and you will not be able to post on the forum.

You will also not benefit from your MMA Euronats discount for the 21st Mopar Euronats in July, and you will not be able to get discounted valuations from Tony Oksien. This is the first issue of Connected with Shaun at the helm as the new MMA chairman. Welcome Shaun and thank you for stepping up to the plate.

Also a huge thank you to Ivor Hawkins for his stalwart service as Chairman over the past six years. You will be missed but we know you will still be around to lend a hand, but might just get a bit more workshop time.

Mandie & Matt





I work with the team that runs the Classic Motor Show and, as you may know, we are working towards the launch of a new event, The Restoration Show in association with Practical Classics which is being held from 12 – 13 April at the NEC, Birmingham. <http://www.necrestorationshow.com/>

We would like to offer your club members an exclusive discounted ticket offer to the show and would be interested in promoting the show in your publications and on your website. Can you please let me know what

- coverage would be available to us in the next few weeks?
- For example, when is the deadline for the next issue of your magazine? If there is space we would love for you to include an advert for the Restoration Show with the discount code RS14NC or alternatively to provide some editorial about the show in the next issue of the magazine. I have attached our advert with the discount offer to this email, this allows your members to come to this exciting new show for just £11.

Freya Perry, Marketing Executive Clarion Events

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All bookings are subject to a single transaction fee. All information correct at time of publishing. * calls cost 10p per minute plus network extras. See website for all information. Tickets include a show guide.
**Club Single ticket offer limited to 2 tickets per member, you save £4.00 off the door price. Club Family ticket offer admits 2 adults and up to 3 children (5-15yrs) and is limited to one Family Ticket per member, you save £12 off the door price. Offer applies to advance bookings only. †Subject to acceptance. Entry to the auction requires purchase of a catalogue.

CHAIRMAN



About me...

Well, how did this happen?! There I was sitting on my sofa browsing the MMA message board, reading about the hunt for a new Chairman, next thing I know I'm it!! That being said, thank you for all of the support and offers of help that have come through via the message board as if I am to come anywhere near to filling Ivor's shoes I'll need all the help I can get!

This being my first column for Connected I'd like to thank all of the hard work and dedication that Ivor has put in to this club over the last 6 years. He along with the other members of the committee have done some incredible work to ensure the MMA is the finest Muscle Car Club in the UK and I for one am humbled and very thankful.

Now some of you are probably wondering who is this rambling fool! Well let's start from the (car) beginning shall we. I've had a love of cars ever since I can remember, from a young age I was always in the garage with my Dad and Granddad getting covered in oil mainly from Jags or Triumphs. Then one day we came across a Jensen Interceptor in a car park and I was told about the 440c.i V8 under the gleaming bonnet. I hadn't realised they made car engines that big and I was obsessed!

Fast forward to 2007 and I'm near Leeds trying to negotiate a deal on a '69 Mustang (which didn't work out) and there looming in the background was a blue monster of a machine that I was to discover was a '69 Plymouth GTX and under the hood..... my youth obsessed 440! Well long story short, a year later that GTX was nestled safely in my garage and a full 5 year ground up restoration took place. So my baptism into the world of Mopar has been one of rust, welding sparks, pulling of hair and I've loved every minute.

So what happens now? Well I'm starting to get my head around things and thankfully we have a great committee, plus Ivor has agreed to help out in the background so the club can continue to run like clockwork. In regards to the future of the MMA I'd like to hear from you, the members as this is

- your club so is there anything you would like us to do?
- New shows you think could benefit from our presence
- or ideas on how to increase members? We want to hear from you, so feel free to drop me a line or give me a call.

- One thing that's already been suggested to me (by Chris at Wasp) is to increase the amount of local meets across the country to give members the opportunity to get to know others in their area, not just from the MMA but all American car fans. I'm in the process of organising a monthly local meet in West Norfolk and there has been some talk on the message board about setting one up in Essex. If you're interested in setting one up, let me know and I'll see how I can help.

- My contact details are at the back of this magazine so if you have any comments, need help or just want to shoot the bananarama! then get in touch.

Shaun Senior



MEMBERS MOPAR



1969 Dodge Charger 440 – Adrian Jones

Roll back the clock ten years and I find myself in a position to buy a Charger. Decision time: jump in at the deep end or pass up an opportunity to buy a Charger. At the time I had a 79 Firebird and previously had an '89 Iroc Camaro 5.7 as a daily driver. Well I bit the "Bullit" and bought the Charger. I sold the Firebird to a local guy and then set about the Charger's mechanics. It started life as a 318 car in Top Banana yellow. It's now powered by a 440/727 with disc brakes to bring it to a halt. The exhaust system is now 3" and filling the rear arches are 295's. Rear suspension is solid, absolutely no sagging. I pulled the engine out two years ago to fit brass freeze plugs & to freshen up the engine bay. All in all the car is now ultra-reliable & drives the 200miles each way to Santa Pod each year.



It's the only time in the year when I feel normal amongst like-minded people and friends who I have been lucky enough to meet through owning this car & being a member of the MMA. I am considering selling the car to buy a full size v8 cruiser. I can be contacted at: adrian_jones440@msn.com

Carrington's Travels

PICNIC AT HANGING ROCK



Central Victoria, Australia

10th Feb 2013

G'Day folks,

In my 18 months in Australia, this was probably the best show I went to.

Hanging Rock is a nostalgic venue and has some interesting history with a novel and film based there.

I was overwhelmed by the number of cars and the eclectic mix, from the cool Mopars (obviously), to the awesome late 60's and early 70's Ford Falcon's, to the Holdens, Torana's, Commodore's – the Aussies really know how to make a 4-door look good!

It wasn't all Australian though, I would estimate 40% of the cars were American, with really cool cars from the 30's through the 70's and everything from Daily drivers to 1st class show cars.

Enjoy the pics, Kev Carrington





















Down Time

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!

This issue it's back to books. Plenty of evenings this winter presented opportunities for catching up with some reading so here's a couple of things you might find interesting:

Ultimate American Cars –
Craig Cheetham ISBN 978-0-7603-2570-4

Charger Muscle Portfolio 1966/1974 – Brooklands Books ISBN 1-855-20261-1

"Ultimate American Cars"

Fancy a challenge? Decide on the above title for a book and then choose 75 cars to feature in it. That's what Craig Cheetham's done. I searched through the introduction to pinpoint the criteria used to make the final list. Here's a quote buried in page 11: "This book aims to take you as closely as possible to over a century of American motoring history...a detailed analysis of America's most significant models, be they icons such as the Corvette, GTO and Mustang or failures such as the Edsel Citation and Tucker Torpedo." Hence it's about cars from any era that have made impact for one reason or another. My brother in law would say it's a good book for the toilet: he's a truck mechanic so he won't sit down and read a book over the coffee table...if he's going to read something it'll be whilst he's not working for ten minutes! If I buy him a book I'll know if I've got it right if I find it in the loo. This one is ideal for Dan's loo.

So before reading it I thought about the vehicles I would put on that list of 'significant models' to test whether my amateur view matched the expert author. What would be on your list? Here's some of mine:

Willys Jeep

Shelby GT500

Mako Shark Corvette

Ford GT40

Buick boat tail Riviera

Challenger R/T SE 6 pack

'70 Hemi Cuda

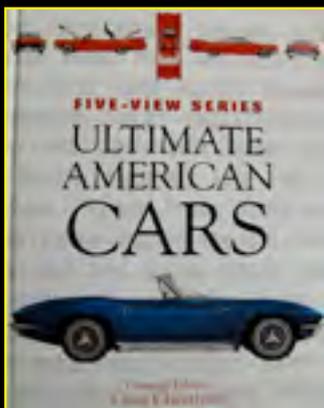
Charger Daytona

Z28 Camaro

Galaxie 500

The Jeep gets a one line mention (maybe as it's a military vehicle?), the chosen Corvette is a Stingray (production model instead of concept?), the Camaro's a ZL-1, the Plymouth's a Barracuda but other than that they're all in there. There are some strange choices, indicated by the quote above about some failed models. So the Chrysler Town and Country woody and the Lincoln Zephyr didn't take up much Andrex time.

Each model has four full pages. The first two confirm some history 'Milestones' starting facts and on the road colour shots. The second two pages give detailed





‘Specifications’ and comparable size car only colour photos from all angles. There’s enough information in bite size chunks alongside the pictures to make it an informative work as well. Plus there’s a useful ‘Glossary of Technical Terms’ at the back covering everything from Anti-roll bar to Wheelbase. For example, here’s what it says for Dry sump: “where lubricating oil is contained in a separate reservoir rather than being held in the crank case; often used in competition to prevent oil surge/starvation.”

All in all, easy to access, informative, well laid out, well photographed. Good book.

“Charger Muscle Portfolio”

First thing to note about this collection is that it is an expansion of another Brooklands Book “Dodge Charger 1966-1974”. If you’ve already got that one then you’ll probably be a bit miffed to find that ‘Charger Muscle Portfolio’ reprints the same stuff. All it adds is some more material and a splash of colour: 17 pages out of 144 to be precise. So if you like your pictures glossy and colourful stick with Ultimate American Cars. But books aren’t there to be attractive....the Portfolio is crammed with all things Charger: road tests, drag racing, comparisons and adverts about the Hemi, Daytona, SE, Magnum, 440 R/T, Six Pack and 500. There’s original articles from Car and Driver, Car Life and Car Craft magazines plus pieces about Dick Landy’s ’68, more specifications and stats than anyone could possibly want and, finally, some fashion tips about what NOT to wear when driving your Charger. Yes, there’s some seriously dated fashion photos.....I don’t think I’ve



ever seen Derek Carter driving his Charger whilst looking resplendent in a natural opossum fur coat!

You're probably going to need to be seriously into Chargers to read this book, but if you are and you want to know all you can about authenticity then it's worthwhile dipping in and out of it. For those not bitten by the Charger bug there are some comparisons with the Cutlass, Monte Carlo, Chevelle, Torino and Mustang.

So there you go: one book for the casually interested, one for the serious enthusiast. Happy reading.....and no, I've no idea if you can get them on a Kindle!



SPECIFICATIONS	CHARGER 500
Engine	90° OHV V8
Bore & Stroke — ins.	4.25 x 3.38
Displacement — cu. in.	383
Advertised gross HP @ RPM	300 @ 4800
Advertised gross Torque: lbs.-ft. @ rpm	410 @ 3400
Compression Ratio/Fuel	8.5:1/Regular
Carburetion	1.4-bbl
Transmission	3-speed
Final Drive Ratio	3.23:1
Steering Type	Recirculating ball power-assisted
Steering Ratio	15.7:1
Turning Diameter (Curb-to-curb-ft.)	40.8 ft
Wheel Turns (lock-to-lock)	3.5
Tire Size	F70-14
Brakes	Power, front disc/drum rear
Curb weight — lbs.	3879
Front suspension	Independent; lateral nonparallel control arms with torsion bars
Rear Suspension	Parallel longitudinal semi-elliptic leaf springs
Body/Frame Construction	Unit
PERFORMANCE	
CHARGER 500	
Acceleration (2 abd.) 0-30 mph	3.2 secs
0-45 mph	5.2 secs
0-60 mph	8.1 secs

Plane, Train and Automobile



Words and pictures Simon Fann

The reference to the John Candy film title came to mind when Richard Boatwright let me know "I've got that Challenger coming back in." This was in January 2014 and the David Boatwright Partnership (DBP), named after Richard's father, is located in Braintree, Essex. I'm in mid-Cornwall and if you've seen the news footage you'll know that the crashing storm waves smashed the rocks at Dawlish, where the train line runs right along the coast, leaving the tracks bouncing in mid air for 50 metres. So when I was told Plymouth to Taunton could take 6 hours by rail replacement coach I knew I was flying. For the last ten years people have asked me "Why do you like those sort of cars?" Well, one answer is: you try going cross country by public transport infrastructure and see how far you get! Newquay airport used to fly to London City, used to fly to Stansted, said it would fly to Southend (but only from May and then they cancelled that idea, probably because the wind changed direction). Down to one option: fly from Newquay to Gatwick, train to Braintree, pick up car and drive home.....



Those in the MMA that have heard me warble on round the campfire at the Euronats these last few years will know that I've only been interested in 3 cars and I can only go with one at a time. The gold and black '68 Charger I picked up a decade ago was the first, the red Shelby GT500 I've had the last two Nats was the middle one, but now I'm



back in Mopar country with this 2008 Challenger SRT8. I loved the sound of the 383 in the Charger, loved chasing down missing bits, bare metalling the mass of it and just driving it. She was virtually stock so I knew she wouldn't set the world alight with her final drive ratio but that car had the smell of character and history; unfortunately she also needed a fair bit of roadside tinkering every so often. So I'd done the restoration bit, sold the car to Germany and moved on to the Shelby. More reliable, quicker, a joy to drive and with working brakes she was for me a fitting incarnation of the famous Mustang marque. But when a decent offer comes up what do you do? A genuine guy enquired about the Shelby at the Nats last year and, after a bit of reflection, I phoned him up late Autumn and the deal was done. Before that, however, at the start of 2013, DBP had advertised this black Challenger....a doctor's car from Germany freshly imported. I did speak with Richard Boatwright at the time but I really wanted a second Nats with the GT500 and the trade in price was against me. Fastforward to January 2014 with the Shelby sold I was excited to hear from Richard that the SRT8 was back. Turns out the guy who had it for a year does exactly that: runs something different for 12 months and trades it. So now the money was right, the car's description was right, it was time to get on a plane.

...so I'm waiting at Newquay airport for the 7.15am departure having watched Denzel Washington's film "Flight" the day before and I'm suspiciously scouting for hungover pilots. We take off late and there's no point in the coffee service because 90 minutes later we're on the ground at Gatwick. At least the Victoria express is frequent, the underground manageable because it isn't penguin time and I'm on the train to Braintree thinking "If I don't like it I can still walk away, but it'll be a pig getting home as I've only bought single tickets." Fortunately I'd spent some time with HemiGuy at the Nats last year. He was very helpful and informative. But would I get the buzz I wanted from the new Challenger? I had plenty of time to mull things over as the train clickety-clacked its way through the London suburbs into Essex. The 2008 model is bigger, wider and heavier than the 1970 Challenger or my 2007 GT500. It has less horsepower than the Shelby. Hmm, those doubts I thought I'd settled nagged at me again. The rear finish is a bit slablike, the beltline is higher than the 70s model; on the forum a few years ago I'd said it looked too bulky. Yet here I was on the threshold of committing to one.

All doubts were extinguished on seeing it and inspecting it at Richard's premises. In "Avatar" the native Na'vi have the word 'Tsaheylu' for the instant bond between the rider and his flying monster. I'm not nine foot tall and blue but I felt an instant bond with this car. When I arrived Richard had it lined up with a new Mustang and it is interesting to see the different directions chosen. The Shelby had tighter steering, felt quicker off the mark, comes with little cabin refinement and had a lovely Borla burble on 2,000

revs; the Challenger's steering wheel is far too big to be as responsive as the Ford, it is indeed heavier with less HP, has an entertainment system my son Josh likes and – this I knew from Guy – when you press the start engine button it is very quiet. But...step on the go pedal in the Shelby and after a while the supercharger whine detracts from the enjoyment of the world spinning by; hit the floor in the Dodge and you get a full on roar that justifies the cliché 'there ain't no substitute for cubic inches'. Cane the Shelby in the wet and woaaaah went the back end; mash the Dodge and she feels much more planted with her 'anti spin differential' (the brochure doesn't say Sure-grip anymore). The 2007 Shelby did have some styling nods back to the 60s/70s but the power bulge hood, light arrangements and other styling cues make the Challenger the best retro copy car of the current crop. Which is a major thing to me. Plus with the Shelby being manual transmission you had to be on focus all the time....I specifically wanted the semi-automatic in the Challenger so I could either change it myself or just stick it in drive and cruise around, which makes it a lot more user friendly when stuck in traffic or Cornish lanes. Does it make any difference changing manually or just leaving it in drive? I would say no in terms of acceleration time. The auto changes right on the 6400rpm red line. Probably more fuel efficient to leave it in drive, but changing manually means the driver's more involved, the car's a bit noisier, has a tad more feel and it's better to be off the brakes on steep downhill roads.

The thing with this trip was there would never be a totally happy ending. Even if the plane and train connections were spotlessly on time (no chance!) and the drive home



Photo courtesy of DBP



was all I'd hoped for (it was!) I knew there would be hostility on the doorstep when I got home. My wife has never understood or liked my interest in cars and the timing could not be worse: this was the week of my daughter's 18th and wife's 50th birthdays, so I go and celebrate by getting a car! But when an opportunity like this comes up you have to act, right? To make the hole I'd dug bigger I didn't even tell her what I was doing...I just said I've got to go to a training course in London. I didn't even tell Josh because I wanted him to have a 30 second laugh that would make the grief worthwhile. My wife thought she was picking me up from the airport so when I got home in the darkness of 7.30pm I blocked her car in on the drive, snuck behind the garage and called to say I'd landed. I also said if she came in her car could she bring Josh. Her response was "Yes. Why, have we got a treat?" "You could say that" was all I could muster. So wife and son

come out the house, trip the security light and I hear my wife launch "Who the hell has parked in our drive? How can I get past that?" Meantime Josh is creasing up and I'm also like a little kid enjoying a chuckle before he says to his Mum "Can't you see what car that is?", the penny drops and Houston we have lift off! To really ice it the day before I took my main car off the road with a fuel problem that took 10 days to sort....so all the running around for the birthdays, all work trips, everything had to be done in the Dodge. Which certainly cemented how I, and the wife, feel about this car. You can see from the trunk photo I had already packed my only other essential in case I got kicked out!

I do feel kind of lucky to have this vehicle when economically down here it's tough so I decided I will use it to help others if the chance comes. I passed a hitcher





on crutches at night with a cardboard sign to a place a bit out of my way so stopped to pick him up. You've already guessed I like my film analogies so I was thinking "Hope this doesn't end up like the hitchhikers scene in Vanishing Point." But this is Cornwall.....he was a tree surgeon on his way back from a meditation class. And I made his night!

Do I have any plans to change things on the vehicle? I love the powder coated wheels and the MOPAR shifter and other than that she's stock. The previous owner had deeply tinted the windows and smoked out the red rear strip of lights, two changes that I agreed with Richard Boatwright be removed before I went to see it. I do have a couple of plans depending on money, but I'd better sort some family birthday presents first!

If you want to see if DBP have anything in stock to interest you contact Richard Boatwright on 01376 552399 or go to www.boatwright.co.uk

The car came with the build sheet which shows it was built May 27, 2008, was number 327 of a limited run of 6400 and has:

- ESF** 6.1 litre SRT 90 V8 iron block/aluminium heads hemi engine; 425hp @6200rpm with 420 lb-ft of torque @4800rpm; OHV 2 valves per cylinder; compression 10.3:1
- BNP** All speed traction control
- DHD** AutoStick 5 speed transmission
- DMP** 3.06 axle ratio
- DSA** Anti-spin Differential rear axle
- JCG** 180mph speedometer.....control arms, coil springs, multi-link suspension

....plus, as you can see from this cutaway which I hope Dodge won't object to including, it boasts a whole heap of safety features not available on its 70s predecessor.

Released test data for 2008 SRT8 compared to 2007 GT500:

	Challenger SRT8	Shelby GT500
Curb weight	4137lb	3887lb
0-30	1.8 secs	1.8 secs
0-60	4.7 secs	4.3 secs
0-100	11.3 secs	9.7 secs
Quarter mile	13.1@108.3	12.6@114.2
Braking 60-0	117ft	118ft











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Email: chris@chriswitor.com

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 Paddock, 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.**

American Auto Mags North West at the Hollow Tree pub, Tarporley Road (A49), Stretton, Warrington, Cheshire, WA4 4LX (M56 J10). There are more details here ... 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 following are all at Shakespeare County Raceway:
Shakespeare County Raceway Stratford 01789 720180
www.shakespearecountyraceway.com

April 12th/13th
Public Track Weekend & ET Bracket Gamblers

- **May 3rd/5th**
- MSA/ACU APIRA Springspeed Nationals
- **May 24th/26th**
- Yanks & Public Track Weekend/NASC Gary's Picnic & UK Power Tour Sunday
- **June 7th/8th**
- Summer Showdown Public Track Weekend & ET Bracket Gamblers
- **June 20th/22nd**
- 21st annual NSRA Nostalgia Nationals

OTHER DATES/INFORMATION:

- **The Bromley Pageant of Motoring:**
- Sunday 8th June at Norman Park
- **Sywell Classic: Pistons & Props:**
- 27th and 28th September 2014 at Sywell Aerodrome



- **The Restoration Show:**
- 26th October 2014 at Stoneleigh Park



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.

