



I connected

Publication of the Mopar Muscle Association UK

£3.50/Free to Members Issue 74

2014 Mopar Nats



plus...
Rambler Ranch
Lunar Drive in
NEW merchandise!

Nats Feature



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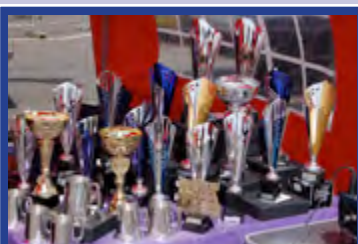
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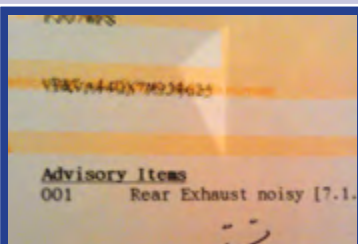
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MMA Logo: Tristain Reidford



Welcome to Issue 74 of 'Connected'.

So, the Nats....best weekend of the year wasn't it? Unsurprisingly most of this issue of Connected will feature the Mopar Euronationals at Santa Pod. There's some really great photos, some write ups of different experiences and opinions. So many thanks to db, Andy, EJ, Matt, Adam, Si and Stu for their contributions. But that's not all folks! Also in this edition:

- New merchandise: fresh MMA clothing and items.... ideal for a Christmas gift
- Kev Carrington's travels at the Lunar drive-in
- Allard dragster update
- New regular feature: WTF (What's on The Forum).... highlighting some threads on the MMA forum
- Some great photos from Drew in America of a trip to Rambler Ranch

In other news....

The Brooklands update: further to the information in issue 73, and on the forum, it looks certain there will NOT be an MMA organised Chryslers at Brooklands event in 2015. Despite this being a well - supported event (193 cars, 2000 paying visitors) Brooklands have decided not to invite the club or the show back for next year. Accordingly, the MMA Committee are considering different venue options.....there will be further info on the forum or in Connected when more is known.

Benefits of membership: so many people I speak to say what a good club the MMA is to be in, but some non-members need convincing when they ask "And what do I get for my annual fee?" Here is what I tend to reply:

- Membership of a forum that is informative, welcoming, amusing and user friendly....so if you like the new WTF page why not tell me which threads you've found most useful, informative or funny and I'll include the link to them in the next issue
- Excellent value for money: the advice I got about issues with my Charger and the help with parts saved me many multiples of the yearly fee
- Information on events (both features on what's happened or details about what's coming)
- Access to the club magazine
- Part of a loyal family of like minded enthusiasts

• What else would you add? It's always worth thinking about as every club needs the life-blood of membership and the MMA is no different.

• **From Chris re WASP:** "After 14 years of running WASP I have received a job offer to move onto something completely different, so after discussions with Mark Wallington organiser of the Outlaw Street Drag Racing series he has decided that he would like to take over the business from me.

• All business will carry on as usual except mark will be the new owner of WASP with him on the end of phone instead of me. Mark is no stranger to American vehicles and already has a vast knowledge so there will no problems with any enquiries you have in the future. All contact details will be updated in due course but at the very least you will still be able to call the same number 01945 588091 as it will be diverted to his phone.

• I will be finishing at the end of July and Mark will be up and running at the start of September so there will only be a matter of a few weeks while it's all set up.

• Mark has already said that he will carry on all sponsorship for the Mopar Nats as I have for the last 14 years so i hope you will all be as good to him as you have to me.

• I would like to say many thanks to all of my customers over the last 14 years from this club as you have been some of the most loyal".

• *Thanks Chris and good luck with the new venture.*

• Finally a word about the next issue. This will be coming out at the end of December and will feature a year end round up. Last year lots of people contributed just a couple of paras about a show they'd been to during the year and the feedback was really positive. The fact that so many members contributed demonstrated how Connected truly is a club magazine. So I'm giving you notice I intend to do the same thing this year. I will pm some people about shows they've gone to BUT, why not pm or email me if you're happy to write a bit about and share photos of a show you've been to in 2014? Email me via editor@moparuk.com or pm me on the forum. I'll need all contributions by mid-November as a rough timescale guide.

• Time to mark out the last weekend in July 2015....

• All the best
• Simon Fann
• (Gas for GOSH)



More support for Allard Chrysler Dragster Restoration

The Allard Chrysler Action Group (ACAG) is pleased to announce more financial support for the restoration of Europe's first dragster, Sydney Allard's 1961 Allard Chrysler. It is particularly welcome at this time when the engine needs a rebuild after a year and a half of 'cackling'.

American drag racer Julie Braskett, now residing in the UK, has donated a four figure sum to the project. Brian Taylor, Chairman of the ACAG, handed the money over to Doug Hill, Museum Manager and Lord Montagu's Chief Engineer, on August 16th.



Julie said.

"I have been following this project on-line long before I moved to the UK. It is so important to cherish our history and this dragster has a fan base both sides of the Atlantic. Now I have seen the car up close it is even more beautiful than I thought and I'm so pleased to be able to help the team keep it running. I'm looking forward to sitting behind the wheel when it is ready to cackle again".

Nick Davies has been a great supporter of the project and was the top bidder for the latest original painting donated by Paul Whitehouse. He has quite a collection now.

Paul has been a long-time fan of the Allard Chrysler restoration project, donating several original paintings for auction. When he heard that the group needed to obtain additional parts, plus the services of other facilities for the engine rebuild, he was straight on the telephone and donated his fabulous painting of Rat Trap and Pure Hell at



Dragstalgia 2014. Shortly to be delivered to Nick Davies and signed by Ron Hope, Brian Hope and Rich Guaso, what a great souvenir it is of a truly amazing event.

Another donation came in the form of a period crash helmet painted in Allard colours. The helmet was donated by Mark Coulsell but the artwork and paint was applied by Lee Patrick of HRS Designs of Tamworth.



This will be displayed with the dragster at the National Motor Museum, Beaulieu along with the starter trolley.

ACAG Chair Brian Taylor said,

"I can't thank these supporters enough. Added to the funds raised at Dragstalgia they have boosted our kitty considerably and we are ready to get the engine back making a noise again. Further help is coming from Rob Loaring of ICE Automotive. We have been spending some time identifying the best way forward for the engine rebuild and Rob has offered to lead our team in this work using his Silverstone workshop. The short block should be there by the time you read this news. All in all we are back on track and look forward to our next public appearance. In the meantime the car remains on display at its home in the National Motor Museum, Beaulieu".

For more information about the Allard Chrysler dragster restoration project visit the Allard Dragster Facebook page or www.allardchrysler.org. You can also keep up to date via my blog on www.eurodragster.com.

CHAIRMAN



Connected 74

That's it! Summer is over! I don't know about you but mine was great. The weather was good (for the most part), beer was plentiful, met loads of members as well as signing up some new ones - welcome! I got out to a good amount of shows, biggest of which was obviously the Nats. This was only my second year at the show but from talking to people it was one of the best ever.

Most of my time was spent with my wife Helen on the club stand but this gave me a great opportunity to meet more of our members as well as flog some of our new MMA T-Shirts! (now available in the MMA online shop).

Also being next to the fire up lane ensured I got a good look at plenty of the spectacular machines rolling past. Lots of members helped out with the stand during the weekend (thanks guy's & girls – you know who you are) which enabled me to watch some racing, which to my amazement the wife loved!

The quality of the cars on show was incredible & judging by the conversations on the message board following the show picking just one favourite was a huge challenge. One of my favourites was Matt's Sam Posey tribute Challenger. Twenty years in the making, it is truly stunning, stands out from the crowd and won an award. Well done Matt.

Speaking of awards the MMA trophy was also presented at the Nats & there are many people who give up their spare time to keep this club running, for this I give thanks to you all. However one person stood out for us this year & that person was Martin Walker. Martin puts in countless hours running our website including the message board which is very much the focal point for most of the members. He has worked hard to maintain as well as improve this vital part of our club hence I give huge Congratulations to Martin for winning the 2014 MMA Trophy.

So the nights have started to close in, the weather is on the turn, so what is there to look forward too? Well how about the massive Classic Car Show at the NEC. As usual we will be there in force so if you're needing an Autumn automotive pick me up, then get yourself over to Birmingham between 14th – 16th November & we'll see you there!



Shaun Senior Chairman MMA



MEMBERS MOPAR



JOHN DINGLEY 1969 CHRYSLER VALIANT

As a student in the 80's we had total sheds as cars, no new Citroen Saxo's with a year's free insurance for us. Mine was a battered Escort and the big upside was that I taught myself the basics of car maintenance. Later I cut apart a perfectly restorable Beetle, bought for £40, to build a UVA Fugitive sand rail, which had various engines culminating in a Rover V8 and I started the owner's club for it, pre-internet. Edd China of "Wheeler Dealers" fame was

- an early member. I then owned a Lotus Elite wedge with
- a Rover engine as a "sensible" 4-seater car for the family
- man (hmm), while thinking at some time in my life it would
- be good to own an American car. Well, a friend of a friend
- finally managed to prise this car from someone who had
- it in the family from new but which, having been in mint
- condition, had spent the last 4 years outside in the Welsh
- rain. I believe in Japan they think machines have "souls"





but anyway there must be something similar wrong with my brain because I actually felt sorry for it and decided I would make it better.

It is a Chrysler VE

Valiant, 1968, 34000 miles, sold new by the Cardiff Lex Chrysler dealer, one of a very few imported from Australia in an attempt to compete with the likes of Jaguar. However by the time they got here they were very expensive. It is right hand drive and based extensively on the Dodge Dart saloon, with a 273 V8. It has some Aussie quirks, such as the very unusual compound-curved rear window which I dare not remove, the three metal "sergeant stripes" each side at the rear and of course "V8" logos on the bonnet, hubcaps, door trims, steering wheel and C-pillars so the neighbours are left in no doubt that your car is better than theirs. The oil filter also has an unusual screw-off lid and replaceable element.

I spent a year getting the mechanicals sorted and de-rusting the underside. We got the engine going dribbling petrol down the carb from a wine bottle, as you do, which promptly caught alight when the carb spat back, creating a Molotov cocktail which was lobbed onto the driveway pretty sharpish where it exploded city-centre-riot style. An old halon extinguisher put out the fire on the roof and various bits of the garage – "It's OK love, everything's under control honest." It would have been pretty embarrassing to be admitted to the hospital where I actually work on the burns unit.**

No welding was needed at all but there was lots of surface rust. It is not exactly "rat-look" but on the other hand the paint is a bit scabby in places. I can sympathise with those on the forums who feel their car is fighting them all the way; I have been at that stage several times. Both of the first two long test runs ended on a tow truck. It kept dying at lights/junctions once the engine was hot, causing maximum chaos especially as no hazard lights so people just bunch up right on your bumper, then they cannot reverse to go around you either!

This was cured by, after surfing every forum on the planet, a combination of; electric fuel pump with pressure regulator set to quite low pressure, lowering the float height 1/16th inch below spec (same carb is very prone to flooding in certain Jeeps), relocating coil to cooler firewall and making sure the manifold heat valve thingy in the exhaust actually opens when hot so the carb doesn't cook. Also had a saga with a rebuilt VH44 remote servo that had a habit of sticking in the "on" position, so when you broke down you couldn't push it either – oh goody. All fixed now plus I also know exactly how a remote servo works.



People love the car though as it is practically unique in the UK, even rarer than my Lotus was, and if I break

down people come and give me a push – or try to at least.

One of my even odder hobbies is collecting 8-track players and refurbishing the cartridges since the tape is usually fine but the mechanisms jam. They were invented by William Lear to go in his Lear jets and the car now has a Lear-Jet branded 8 track player I kid you not.

Most of you are diehard American car fans I know but for me the first driving experience was something completely new, the super-light-but-vague steering, skinny tyres and no anti-roll bar soon teaching me to slow right down, watch the where the nose of the car is actually pointing, corner slowly then gently apply a bit of power.

Many of these cars in Australia had slot-mag wheels on them if you look at old photos so I didn't feel too bad about fitting some Ansen Sprints recently with BFG's, these are one of the few aftermarket wheels that fit the small 4 inch bolt pattern. The standard wheel nuts one side but reverse-thread on the other meant I had to get those from Australia, presumably this stopped the wheels falling off on those outback roads.

I have only just joined your club as I assumed it was for muscle cars only, but someone kindly invited me in via the Rods 'n Sods forum so here I am. There a few Brit classics around where I live but there seem to be no American cars whatsoever.

Best wishes, John Dingley, Swansea, UK.

**** Please don't be tempted to light barbies and fires with petrol. It might be OK most of the time but when the air/vapour mixes, by chance, just right to go "explosive" the results are nasty. I really do work in a burns unit and should have known better than to be messing about with a bottle of petrol near a spitting carb.**





Ed – this issue's Junior Page is passed over to William Feaver. William is the son of Simon from Character Press who designs this magazine.

My trip to the Mopar show at Santa Pod Race Way

My dad and I went to the Santa Pod Raceway on the Saturday of the event. We live about 20 miles away from the raceway but had never been before until these last few years. The first time we went was the 'Back With The Mods' weekend 2013 as my dad has a Vespa and he likes to listen to all of the bands he liked when he was my age. We loved it, and we wanted to see what more events that they had to offer. Matt Hollingsworth had sold the event to my dad in conversations they had so we decided to take the opportunity to go for the first time last year. The weather that year was supposed to be awful on the news the night before, but fortunately it was really sunny on the Saturday we went.

This year we got up very early and my mum packed us food and drinks to eat while we were watching the cars go down the strip. When we arrived we noticed that we didn't see one muscle car on the way, which is weird because when we arrived there were hundreds of beautiful muscle cars all lined up at the show and shine area. When we got out of the car we took a walk around and looked at the timetable to see what was going on. After that we went straight to the strip and watched the cars race. We saw a lot of cars that we had seen before in this magazine and we looked out for people that my dad knew.

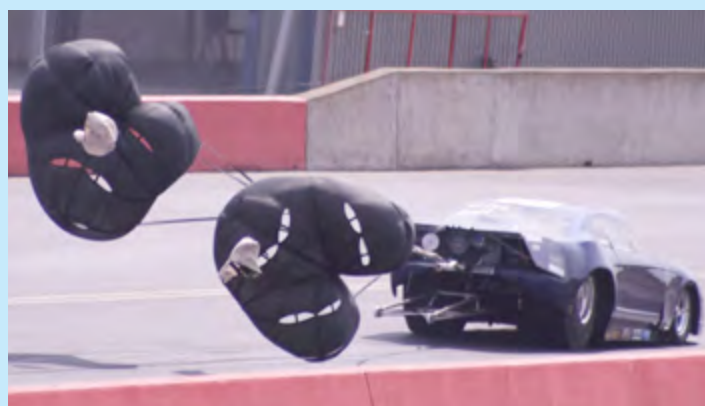
Next we took a walk to the show and shine area. This is my favourite place to go because all of the cars are immaculate and have been looked after and restored so well. My favorite which is from last year was a cherry red 1957 Chevrolet Bel Air, which in my opinion is a very unique and iconic car. I especially like the colour, which is what caught my eye because I have never seen a car with this colour before. I also like hood chrome, which made it stand out and look unique. The interior was awesome too!

We also saw a 1968 Dodge charger, which is my dad's favourite car. This particular car caught our eye because of the bright red colour. It wasn't in the show and shine but it was one hell of a car and it defiantly deserved to be in there.

We like to go to the finish line on the grass bank and watch

the cars go over the line, especially when the faster cars release their chutes. It makes for some good photographs as nobody seems to go down that area. We like to take our Cannon with a 300mm zoom and also our Gopro which can get some good fish eye shots of the cars. The first 2 photos below we took with the Gopro and they were from 2013 as we didn't see the same cars at this years event. The bottom one is from this year with the chute just opened!

We had a lovely time and it will be on our calendar every year. My brother also came this year and he was impressed too.



Carrington's Travels



Lunar Drive-In Car Show

Dandenong, Victoria,
Australia 2nd Feb 2013

G'Day folks,

This show was held in early Feb last year (summer time) and as you can see from the pics, the weather was stunning.

The place itself is pretty cool, there are several movie screens and a cafe and it is a great venue for a car show.

The show itself was a good size with a great mix of Australian & American classics, Rods, and Muscle cars, and some great trade stands.

Personally, I do love the late 60's and Early 70's Australian Fords, Chryslers & Holden's – how do they make 4-doors look so cool?

They also seem to produce some stunning sleepers, and a few of these were also at this show.

Anyway, enough from me, Enjoy the pics.

Kev Carrington







Nats Feature



A COLLECTION OF ARTICLES ON THE MOPAR EURO NATIONALS EVENT AT SANTA POD RACEWAY JULY 2014

ARTICLE 1

FOCUS ON THE NATS

Words and photos Earl Adams

This year's Mopar Euro Nationals event at Santa Pod Raceway was another fantastic event with plenty of action on and off the track. My name is Earl Adams and for the second year, I have been trackside with my camera for the Mopar Muscle Association Connected Magazine, what a great pleasure.

My passion is photography of all kinds; however, I really enjoy photographing cars. Classic American cars make fantastic subjects as they all have little accents and bold lines. Capturing images at Santa Pod during the Mopar Euro Nationals is always great fun as I get the opportunity to photograph some professionals and MMA members as they test their steel on the drag strip. In the process, I have been lucky enough to capture some unique images.

Accompanying this article are some images from this year's Mopar Euro Nationals event. One of the professional teams that I have seen at Santa Pod in previous years and is a crowd favourite is Full Tilt with their sparkling red hot rod dragster. This drag car is great

- as it normally gets the front tires off the ground on launch;
- this image is from a different angle. I position myself in the centre island to get an angle to capture the car as it launched and the timing lights cluster with the Santa Pod finish line in the background. I think this angle worked and I am pleased with the results, however I have looked at this hot rod many times on the track, parked at the team's tent/workshop, and never noticed the louvers on the front wheel arch. Lesson learned; change the angle and capture something you may not have noticed before.

- Another of the pro cars running this year was a yellow and white Chevy Bellaire with a large hood scoop on it. On one of the runs it did, it had a problem on launch and for just a split second, a flame shot out of the hood scoop. I would venture a guess that many people saw the flash from the





hood scoop, but very few if any people in the stand with a camera caught it in the frame. You might ask what makes me so lucky. As the cars staged and started revving ready for the green light I started taking images with the camera set to continuous Hi which allows me to capture up to 11 frames per second, so this image was partly luck, but it was also the speed and quality of the equipment I use. I use a Nikon D4, which has a high frame per second rate, which makes it ideal for this kind of photography. I was able to capture three frames with the flame or glow of the flame visible in the hood scoop.

I was also able to capture some awesome launches, some with wheels in the air, and others twisting their cars front wheels into the air under the torque load as they apply full power. One example is the Plymouth Road Runner Super Bird. What a fantastic car and one of my son's favourites. In this image, I captured the Super Bird as the wheelie reached its peak. This is a display of raw power, awesome. The Super Bird was not the only car to do a wheelie.

I captured an image of a Buick Skylark GS getting both front wheels off the ground, just, but what makes this image for me is that both wheels are coming up together with very little twist. Now check out the rear tires as they twist to maintain grip...nice launch.

There are two images of a silver Barracuda, the first as he staged the second the launch. The launch is a great image to me as you get a real sense of how much torque the engine in this Barracuda is producing, I think the frame may need looking at later, but this Barracuda was not the biggest twisting launch I managed to capture.

The image of a turquoise blue Buick Skylark GS takes the cake for me, wow. I am certain this car's frame needs looking at after this fantastic display. The power and torque involved here is immense and again if you are not quick on the shutter release you will have missed it.

Among the images that accompany this article, you will





also find a green 'Cuda with its great lines and large hood scoop as it comes off the line. The 'Cuda is a great example of American Muscle. There is also an image of an older silver and blue Plymouth Road Runner launching. This car has lots of character, great lines combined with a great paint job. The rear tire taking the strain on launch finishes this image off.

I included one image from the show and shine of a green Dodge Challenger. This is just an example of what you can see during the show and shine. There were many cars, some new, some old, and all beautifully presented during the show and shine. This car with its standout green paint and design set it apart from the cars around it. This is a great car and a perfect example of what the Mopar Muscle Association and this annual event at Santa Pod is about...Mopar Muscle!

Finally, there are some images from the burnout competition. The winner was an orange Buick. There are four images of this car; one is of the car and the massive cloud of smoke he produced which won him the competition. Three additional images are of his right rear tire coming apart as he finished his burnout. I was lucky again and captured a piece of rubber coming off and flying forward. It landed two feet in front of me. As the image of the burnout winner show, he was pretty happy, congratulations.

As usual the Mopar Euro Nationals is a great event and for the past two years I have been present not just as a spectator but in a professional capacity for the Connected Magazine. I am a self-employed photographer. My business name is Earl Adams Photography, and if you are interested, you can view my work at:

www.earladamsp photography.com, or on Facebook at: www.facebook.com/EarlAdams.Photography, or on Flickr at: www.flickr.com/photos/114012587@N03/. If you see an image you would like to purchase you can contact me at adams.earl@gmail.com or you can purchase an image through my website.







ARTICLE 2

SIMON ASKED FOR A FEW WORDS TO ACCOMPANY SOME NATS PHOTOS. SEEMS A WHILE AGO NOW BUT IF MEMORY SERVES....

With a fresh vinyl roof on the Satellite courtesy of JC Refinishing, and a new MOT the day before, Rob & I packed up the Plymouth and the Dodge. On the friday morning we met up with our mate Paul in his 66 GTO en route and were at the Pod within the hour picking a spot for tents & a caravan.

Most of friday was spent watching racing, getting sunburnt and catching up with (old) faces. Good to see Kev B back for some someshine. And Big Jason should really get a 'Living Legend' award. Great to see his solo Mexican Wave through the window of his 62 Dodge on the startline.

We chose not to do the cruise as we had loads of meat to burn on the barbie.

In fact the whole weekend was a wonderful way to unwind after a frantic week at work & running around getting the cars ready.

I can't believe how lucky we were with the weather, the first dry Nats for a few years i think.

For me, as a spectator the addition of Top Sportsman and Pro Mod was excellent, as was the quality of the racecars.



Particularly Chris Issac's Duster & Steve Niemantis' Bentley. It proved some great 'photo opportunities' even with my compact camera.

- * My fave cars of the weekend? in no particular order:
- * 67 Imperial Crown Coupe (ex Don Scott)
- * 58 Chrysler 300D
- * Jem's Bonneville
- * AC's 66 Hemi Satellite
- * Chris' 63 Dodge 330 Wagon.

Hope you enjoy the pics."

Cheers, Stuart







ARTICLE 3

MY NATS

Words and photos Joshua and Simon Fann

Every year there is something unexpected or different about the Nats - the people you meet, the number of cars, the racing, who you camp with - and some things that stay the same – the passion of the drivers, the quality of the cars, the hard work of the track team. That's why for me it is the must-get-to car event of the year. So thank you and hats off to all the organisers for putting it all together. If there were just two things to look at for next year it would be:

- (a) Communication and consistency about camping. The advance guard from Cornwall got there before us Friday morning and aimed for the far field by the big top and the strip return lane only to be told there was no camping allowed there. The field was closed and no reason given. Come Saturday we found plenty of people camping there and rumours that "the field was closed due to glass from the Bugjam" neither confirmed or not by Pod staff. It would be better to know what was going on and why.
- (b) Daft burnout down the pit camping lane. Thanks to Miles and our neighbours we were saved a tent space on the narrow grass strip by the pit lane. This was a great spot for being near to things but

no great early Sunday morning when someone (driving a Ram I think) decided to lay down some rubber at 1.30am. We'd had a great time listening to Karma Heart, had a few beers and were back in the tent when a bloody great roar went past. No idea if the driver had had a few beers too but there were three kids in our tent a couple of metres from where this guy went for it. If he had lost it there would have been a serious tragedy. There is a time and a place for speed and that was not it. We've lost Brooklands for now, the last thing anyone needs is another incident due to stupid behaviour. Here's a photo from Sunday morning....there were a few people around; if anyone knows the driver a word of advice not to repeat it would be appreciated.

Other than that the event was truly awesome. Sure I spent more time in the staging lanes on Saturday



than I would have liked but the quality of the top end cars was amazing. Karma Heart were superb again, right up our street in terms of style and quality of music, and a really good move to have them play acoustically in the show 'n' shine arena Sunday. The burnout contest was hotly contested again and added to the fun on the final day. As usual it was over far too quickly and there were some people I wanted to yabber to that I missed....maybe next year! I didn't get much time for shooting things this year but here's a few pics Josh and I took.









My 21st Mopar Euronats

ARTICLE 4

Words and photos Matt Hollingsworth.

1994 - The First Euronats. I attended in my yellow 1973 Dodge Challenger UKT120T. I was 24 years old and in my first Mopar, I raced it (17 sec 1/4!) and met lots of great people. I still have the entry ticket and timing slips from that first event.



Between 1994 and 2013 I attended every Euronats except 2010, however the Challenger did not come along. Most people thought my Challenger ownership was just a myth.

Having spent the last 18 months frantically working on the Challenger, it graced the road after 20 years with a little shake down run to the Le Mans Classic in France in July 2014.

2014 - The 21st Euronats.

Yes we made it. The Challenger finally re-appeared at the Mopar Euronats with just a 20 year gap, wearing its sublime and black Sam Posey T/A Race Car tribute livery and minilite style wheels.



Friday night arrival with the caravan, the camping police put a big downer on the start of the event, preventing use of the top field so our party was split with the early arrivals getting the top field, but we had to camp near the dodgems. Cruise night was our first run out, although we did miss the convoy and had to find our way on our own and beat quite a few of the other cars. Good venue at Billing Mill, plenty of parking and lots of cars.

Saturday we put the Challenger in the show and shine. I was truly overwhelmed by the positive comments from so many club members, mostly along the lines of "Never thought they would see it happen!" It was great just chatting to people in the show and shine as well, my son Jack took on a lot of the explaining about the car, well it was his idea for the livery.

It was great to meet some people and put faces to names from the forum, we spent some time on the club stand

which was very well organised by Shaun and Helen, and is always a good place to be to meet up with MMA members. Car of the day for me was Chang's superb 70 Satellite track car, it was superb in every way, and looked just like it had been dusted off from the barn after retiring from Nascar in the early 70's. Fabulous. I did ensure we got the two 70 Race car lookalikes together for piccies!

Sunday - Show and Shine was nearly full by 10am, still just about got the car in there.

The number and quality of the cars at the Nats was fantastic. I was very pleased to find a golden envelope on the screen later in the day, meaning I had won a trophy, for the Best Cruise Car from the Friday night. Sylvia Hauser awarded the trophy, and I just happened to be wearing one of my old Mopar T Shirts with Sylvia's wheel standing Challenger on the front, so she seemed pleased to see her car again. Martin Walker looked to be very surprised by his well deserved MMA award, well done, you have been a vital part of the club for a long time.

Thank you to the Mopar Euronats Committee for another excellent event, and the entire MMA membership for supporting the event and making it what it is, the nest muscle car event in Europe.

I was totally made up with the positive reaction to my car over the weekend, and I hope that it may inspire others to set a deadline and get their car back on the road.

There was a gauntlet thrown down for me to have the pink Charger back on the road for next year, so we can bring two Mopars. Time will tell, but I am not waiting another 20 years.





Mopar EuroNats 2014

Words and photos
Andy Haigh & Katie Amos

Katie Amos Photography

I acquired my 73 Plymouth barracuda in late June...and pretty much the first thing I did was sort out some Euro-Nats tickets for me and the wife. I'd read about previous years events on MoparUK and coming off the back of our "Best 70's car" win at Tatton Park – I couldn't wait.

We packed the camping gear in the back and headed down to Santa Pod on the Friday afternoon. As ever we got plenty of attention at the frequent fuel stops on the way – which I never tire of. We had a couple of nervous moments stuck in traffic where the temperature gauge crept up alarmingly – but thankfully all was well.

As we neared the ven small towns and villages near-by – the residents of which seemed quite used to it!! When we got there we had gentle cruise round the site to find a place to pitch the tent. It was just amazing! I'd never seen so many American cars in one place before .. and I was surprised at how much of a motor racing feel there was – with garages and trucks everywhere ...for some reason I was expecting more of a show – like Tatton Park.

We eventually decided that the family area was best – near the dodgems – so we pitched up and quickly got talking to a whole bunch of interesting people. It was then off to the track to watch some racing!! I've never been drag racing before – but it was incredible. Fantastic to see these old classics charging down the strip. The noise was awesome. We then had a wonder round and had a good look at some of the cars before heading off to Billing for the cruise. This was well attended and again – saw some stunning motors. When it came to leave we were approached by two youths – who were after a ride back .. having hitched a lift there with someone else. We were happy to oblige!

• It was then time for beer and food .. of which there was
• a good choice. The band were great – and we headed
• off to the tent exhausted and slightly drunk having had
• a great day in the sunshine. Saturday was more of the
• same ... awesome racing with the RWYB, pro-mods,
• and Sportsman. But easily my favourite was RWYB... it
• seemed to capture the spirit of the event. The Spitfire fly
• past capped it off nicely.

• Sunday we parked up at the show and shine ... and got
• chatting to a whole bunch more people with their wonderful
• cars, and I got some great tips on a couple of car issues.
• Then to cap it all off – we won a top 5 in show prize !!
• Driving through the crowd to collected it was amazing –
• then a pic with the Flux Babes! So overall a thoroughly
• enjoyable weekend and will definitely be returning next
• year. A heady mix of noise, fuel, smoke, beer, and
• testosterone. Amazing.





Katie Amos Photography



Katie Amos Photography



Katie Amos Photography



Katie Amos Photography

DODGE



Katie Amos Photography

Ed – I'd like to thank Adam for sharing his pictures; he always takes good shots and is happy to support Connected. Cheers Adam!









MOPAR EURONATS 2014

Photos by Simon



ARTICLE 8

MOPAR NATS 2014

Photos supplied by DB

Ed – I'd like to thank DB for sharing his pictures



Finally here's this year's roll of honour:

2014 MOPAREURONATS WINNERS

BEST IN SHOW

1966 PLYMOUTH HEMI SATELLITE
ALAN CARRINGTON

BEST RESTIFIED

1970 DODGE CHALLENGER
NEIL CROZIER

WINGED WARRIORS TROPHY

1970 PLYMOUTH SUPERBIRD TRIBUTE
DARREN BUCKLAND

PARTICIPANTS CHOICE

1970 PLYMOUTH ROAD RUNNER
RICHARD GRANGER

MOST ORIGINAL MOPAR

1968 DODGE POLARA
STEVE BILLSON

BEST MODERN MUSCLE

2004 DODGE CHARGER
JENNY BLACKMORE

BEST HOT ROD

1934 FORD ROADSTER
JIM SIMKINS

BEST GM

1957 CONVERTIBLE CHEVROLET
LARRY WARD

BEST MUSTANG

1971 FORD MUSTANG MACH 1
ADRIAN WALLER

BEST FRIDAY NIGHT CRUISE CAR

1970 DODGE CHALLENGER
MATT HOLLINGSWORTH

TOP FIVE

1973 PLYMOUTH BARRACUDA
ANDREW HAIGH

1955 CHEVROLET PICK UP
LEE MOSES

1964 DODGE POLARA
GRAHAM HOWARD

1970 DODGE CHALLENGER R/T/SE
JOHN MARSH

1968 PLYMOUTH SATELITE POLICE CAR
DAVE HAY

BURN OUT CONTEST WINNER

BUICK CENTURY 406ci
PETER BAKER

CLASSIC AMERICAN HEAT OF THE YEAR

1969 1/2 DODGE CORONET SUPER BEE A12
PETE WISEMAN

MMA AWARD

MARTIN WALKER

FASTEST MODERN MOPAR

CHRYSLER 300 C 13.32 secs
MILES AJNKYA

STOCK APPEARING

1968 DODGE CHARGER 13.48 secs
GLYNN BRIGGS

ORIGINAL KING OF STREET

1969 DODGE DAYTONA 11.73secs
BOB BROWN

KING OF STREET

1970 PLYMOUTH SUPERBIRD 9.58 secs
DAVE BILLADEAU

UNLIMITED KING OF STREET

1968 PLYMOUTH BARRACUDA 9.19 secs
MAG BAILY

FASTEST NITROUS CAR

WILLYS PRO MOD 6.4 secs
RICK GARRET

FASTEST MOPAR

PLYMOUTH DUSTER PRO MOD 6.69 secs
CHRIS ISSAC



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 time round I'll look at adding a bit of brightwork to a modern Mopar. New era muscle cars like the Camaro, Mustang and my Challenger can tend to look a bit slab like at the rear end. Partly due to the design – they are all quite a lot higher at the tail than their '70s counterparts – also as there is no shiny chrome bumper to break up the look of the rear end. So I looked at getting a chrome film covered bumper from retrousa.com. They make a complete package that covers front and rear bumpers, bonnet and trunk surround trim, rocker covers etc. The whole package was over \$4000, the rear bumper by itself \$1800 BEFORE shipping and importing. Even with knowing a friendly face to put it in a container that is a lot of money for a piece of plastic stick on kit. Plus there are questions – how good is the 3M tape? What happens when the film gets scratched? Will it warp over time? As it's a relatively new product only time will tell but then I found out retrousa stopped producing them. Maybe they didn't sell as many units, maybe the customer feedback was not so hot....one comment on challengertalk was "Looks OK but only for show 'n' shine only cars."

Either way I wasn't about to spend that kind of money so I went for the easier but smaller option of the chrome effect rear finish inserts instead. These were about £60 from the new challenger store. What you get for your money is a pre-adhesion wipe and two chrome film covered inserts with 3M tape applied.



Installation is relatively easy. Firstly clean off the insert areas with a normal wash followed by paint cleaner until you get a real squeaky clean surface. I used Meguiar's but T cut or other decent cleaner should do it. Then wipe the area with the pre-adhesion wipe supplied. The



fluid on this will not mark your paintwork if you rub it over the area of the insert. Offer up the insert piece with the backing tape still on just to make sure you know exactly where you want it to go – when you stick it for real there will not be much adjustment. Pull off the backing strip from the 3M tape and position it in place lightly in case you have got it wrong. Press firmly all along the piece, repeat for the other side and the job's done.



It's a small addition but I think it does just enough to break up the otherwise solid colour of the rear end. For those that like customising there are plenty of other options for modern muscle....if you've altered yours so already why not send me some photos to share.

Good Luck, Simon Fann

RAMBLER RANCH COLLECTION

Words and pictures submitted by Drew Crane

Firstly, here's some photos from a Colorado show where my Challenger won a prize.



Secondly here are some more photos from a visit to Rambler Ranch. Rambler Ranch is part of a 165 acre estate owned by Terry Gale and Greg Kissinger. As a boy Terry's favourite toys were his collection of matchbox, hot wheels and "Tonka trucks. Always dreaming of the day he could play with full size cars. In 1988 that dream became a reality starting with his dad's 54 Ambassador that was purchased in the early 70's by dad for \$50 from Krance Motors in Price, Utah.

At 129,000 miles the oil pump gave out and the car was parked out at the family farm where it sat for 18 years. When visiting his dad at the farm Terry would play in the Nash pretending to drive it around. Years later at a family reunion Terry's brother asked him if he wanted the old Nash or it would be sent to a junk yard. Terry's dad passed in 1977 so he decided to save a part of family history and save the Nash.

- Finding parts to restore the Nash was not easy without the help of the internet and still a challenge today with very little reproduction parts available for Nash Cars. Terry's desire to save a part of family history has changed to saving the history of Nash Motors. Nash is a very important part of automotive history and needs to be saved for future generations.

- Terry's love of cars is not limited to Nash, Rambler & American motors. His collection contains 39 other manufacturer including at least one of each of these makes. DeSoto, Dodge, Chrysler, Imperial, Plymouth, Edsel, Ford, Lincoln, Mercury, Chevrolet, Covair, GMC, Cadillac, Pontiac, Geo, Opel, International, Studebaker, Kaiser, Packard, Allstate, Checker, Yugo, Rolls Royce, Porsche, Wolsley, Fiat, Mercedes, BMW, Vauxhall, Jeep, Bricklin, Funwagon, Citroen Mitsubishi, Acura & Honda.





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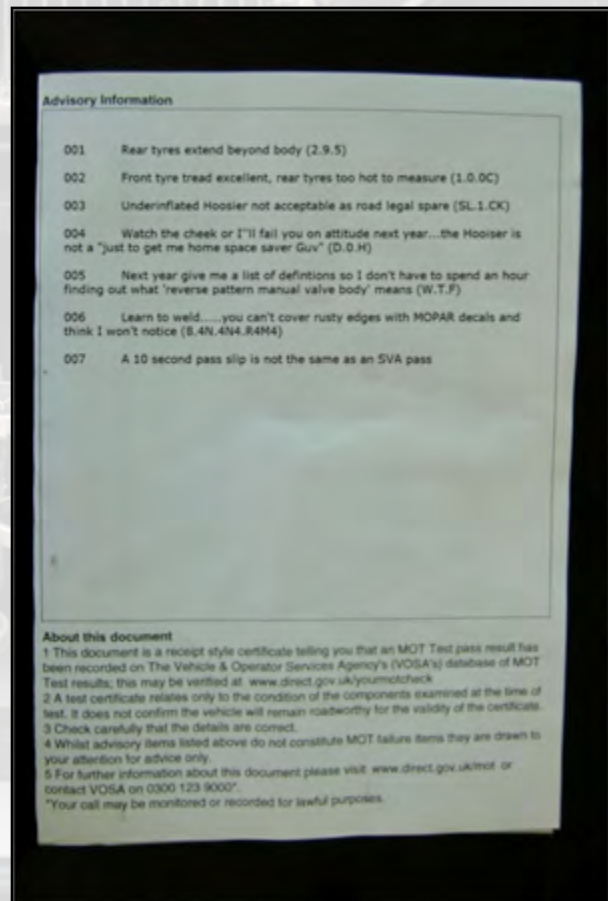
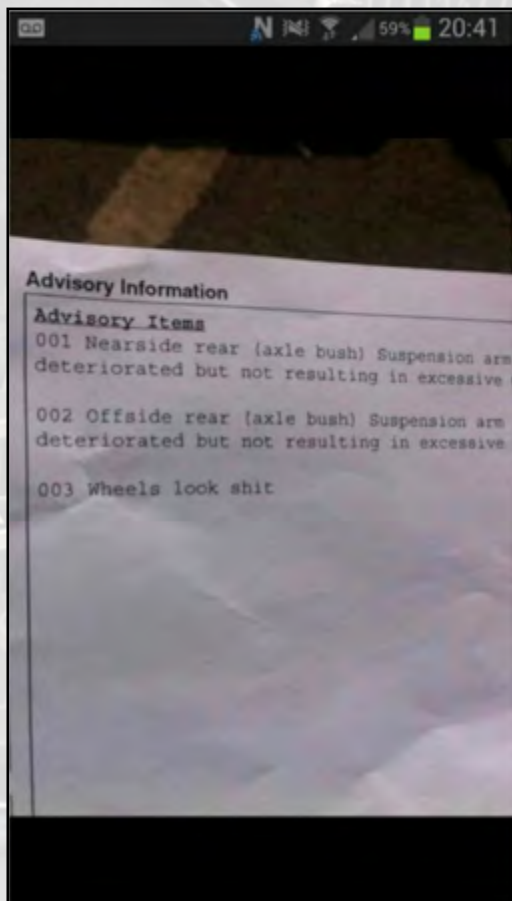
WTF: What's on The Forum

Whether you're a novice or an experienced hand, membership of the MMA gives full access to a forum full of knowledge and insight. So I thought I'd start a short piece each issue to highlight some bits and pieces from the MMA forum you may have missed or might find interesting, informative or amusing.....

- Andy Robinson posted a great little video of what sounds like a week to dream of: driving a 217mph car 1,000 miles to 5 raceways with the aim of running under 7 seconds at all 5 venues.
<http://www.moparuk.com/forums/viewtopic.php?t=48304>
- After a lot of hard work Drew's Cuda is off for paint...can't wait to see it gleaming in 'The Workshop' section soon.
<http://www.moparuk.com/forums/viewtopic.php?t=43233&start=105>
- There's a Hellcat on the way...<http://www.moparuk.com/forums/viewtopic.php?t=48049>
- Ever wanted to know more about decoding engine numbers? Check out all the info Dave's kindly put in 'Engine, Carburation and Electrics' here:
<http://www.moparuk.com/forums/viewtopic.php?t=46762>

And finally, here's something Ade (Charger 01) started about M.O.T. advisories....you can decide whether they're real or not!

<http://www.moparuk.com/forums/viewtopic.php?t=48372>



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.**

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.

OTHER DATES/INFORMATION:

The Restoration Show:
26th October 2014 at Stoneleigh Park

Lancaster Insurance Classic Car Show at the NEC
14th – 16th November.

Santa Pod Raceway Upcoming Dates:

OCTOBER

RUN WHAT YA BRUNG

Public Track Day www.rwyb.com

Sun 12th

JAPSHOW FINALE

The finale event for Japanese car enthusiasts featuring the final round of Jap Drag Series and FWD Drag series. Jap only RWYB competition, Jet Car, club displays, drifting, drag demos, Show 'n' Shine, traders and more. www.japshowfinale.com

Wed 15th

DRIFT WHAT YA BRUNG www.dwyb.com

Sat 18th, Sun 19th

EXTREME PERFORMANCE BIKE WEEKEND

Open Bike RWYB with a round of the ACU Drag Bike championships, Straightliners Series, evening entertainment and more. www.extremebike.co.uk

Sat 25th

FLAME & THUNDER SHOW

Santa Pod's Season Finale! An action packed family day of Drag Racing plus a huge line up of stunts and displays including jet vehicles, dragsters, monster trucks, fireworks, funfair, music, sideshows and more. www.santapod.com

Sun 26th

RUN WHAT YA BRUNG

Public Track Day www.rwyb.com

NOVEMBER

Sat 1st

FIREWORK FRENZY

An amazing evening of family entertainment with Jet Car, monster truck and stunts topped off with a huge bonfire, fireworks and more. www.santapod.com

Wed 12th

DRIFT WHAT YA BRUNG www.dwyb.com

Wed 26th

DRIFT WHAT YA BRUNG www.dwyb.com



MMA SHOP

Photos by Earl Adams Photography, Modelled by Ellie, Jack, Mandie, Matt & Shaun

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MMA Mug	£4
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Black Cap	£10
Blue CD Case	£5
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