



Iconnected

Publication of the Mopar Muscle Association UK

£3.50/Free to Members

Issue 75

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- AACI Billing



2014 Review of the Year

- NEC Classic

- Hot Rod Drags

- Sywell

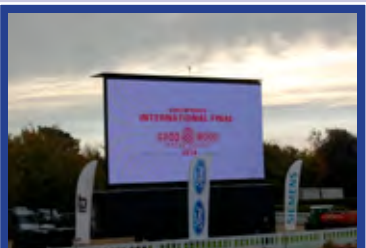


Plus: Mopar Nats DVD reviewand dates for 2015



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MMA Logo: Tristain Reidford*



Welcome to Issue 75 of 'Connected'.

So that's nearly it for 2014....for me the year's passed more like a quarter mile sprint than a Le Mans 24. And it's been another year crammed full of great events, good companionship and the (mostly) ups and down of owning a Mope. In this last Connected of the year I've repeated the same trick from last Christmas, namely invited members to jot down a few words or share their photos from some of the meets and events they've gone to throughout the year. I think it's a really good way of showing both the range of activities anyone can attend and the strength of the club in how it is represented at these events. MMA members are always willing to help give me info and pictures for this magazine and, more importantly, to help each other out with advice or practical help. To me, therefore, having so many people contribute to this Review of the Year is another way of truly demonstrating that this is a proper club in every sense. I've recorded my thanks in the introduction to that feature but it is exactly this sort of support and permission to share that makes this a club magazine.

Also in the Junior Page we have Josh Fann and Jack Hollingsworth reporting on their experience of the Goodwood International Formula 24 Final. Plus in Down Time I stock up with a decent breakfast at Mimi's Diner before putting my feet up to review the Mopar Nats 2014 DVD by quartermilehigh. Not surprisingly I'm recommending you put it on your Christmas list or bung it in someone's stocking.

And now for a news flash.....! The new year will hopefully see Connected back in print. There was a lot of debate when we had to switch to pdf only (due purely to financial costs) and there has been ongoing discussion about this ever since. However, we still cannot afford to run and post 4 issues a year in full colour. So the intention is to go with three issues:

- March....what's coming up, tie in with renewals
- August/September....post Nats special
- Christmas....review of the year

So hopefully issue 76 will return to print in March 2015 and be a 32 page full colour edition. It will still be available to club members to download for those that prefer pdf. I will put up a post on the forum for you all to let us know your views on this.

Finally a brief note about my Gas for GOSH donation. As many will know this username comes from my appreciation for what Great Ormond Street Hospital did for my son and continues to do for all the sick children that enter its doors. It is only a token but to show support I stick a pound in whenever I use my Dodge and send off a cheque for Christmas. If you're interested in doing the same GOSH would be glad of any donation.

Hope Santa shoves a hemi down your chimney. See you on the other side.

All the best
Simon Fann
(Gas for GOSH)



CHAIRMAN



Connected 75

So here we are, Christmas 2014!

This year has been a steep learning curve for me with taking on the chairmanship and having such big shoes to fill! I never realised the amount of things that go on behind the scenes in the club, be that risk assessments, Connected write ups or membership queries. There's lots to keep the committee busy and I feel 2014 has gone well. The year was full of highlights, but the main one for me has to be getting to meet so many of the members and their cars at the various shows throughout the year. The only negative was the loss of Mopars at Brooklands, but rest assured we will be fighting to get this back for 2016.

Another highlight for me was the NEC Classic Car Show which is an event that I have attended in the past but is a totally different experience when you're running a stand. Having access to the halls without the general public there is fantastic! No crowds, nobody walking in front of your camera just as you hit the shutter button and you get time to chat to the owners. However it is a full on 4 days including the set up and I have to say thanks to all of the guys who gave up their time to help out on the stand and who displayed their much loved Mopars to the sometimes unforgiving public!

One thing that struck us at the NEC is that some of the American car stands have been reduced in size this year & when you consider the size of your average yank this can become a big issue! This even resulted in some cars due to be displayed being cancelled. Therefore we have been talking to the various clubs about plans for next year in the hopes that, if we join forces we can convince the organisers to increase the area or even provide us with our own hall to enable creation of a full on Americana Extravaganza!

So that's 2014, what about the future of the MMA? Well during the Nats the committee got together to discuss this very topic including several points that some of you had asked us to look at, these included:

- Social Media
- Merchandise
- Website revamp
- Connected
- Membership

Some changes have already been communicated to you i.e. the new merchandise and the introduction of a Facebook page - which will be up and running shortly. Martin is also in the process of constructing a new website and forum for us which is no small task but more about that next year.

- As Simon has mentioned in his Ed Speak column, we are bringing Connected back into print! This is something that the vast majority of the members have requested and is something I also felt passionate about as I'm no fan of reading online.

- The reasons that Connected was to moved to a pdf only format have not gone away and we have to make changes to bring back the printed version. Printing and postage costs are a massive expense for the club so the only way for us to overcome these charges is to increase the membership fee to £30 single & £32 joint per year with Juniors remaining at £10. We have done our best to keep the increase as low as possible and I hope you all agree that when you consider the Nats discount, Connected Mag, insurance offers (we are in talks with several more insurance companies who are interested in offering additional discounts for MMA members) and the forum access with the amazing amount of technical support, parts and banter its amazing value!

- So the final word from me for 2014 is to wish you all a very merry Christmas & roll on the 2015 show season!

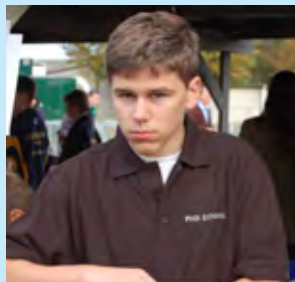
Shaun Senior
Chairman MMA





GREENPOWER FORMULA 24 INTERNATIONAL FINAL, GOODWOOD RACE CIRCUIT, OCTOBER 2014

words by JOSHUA FANN and JACK HOLLINGSWORTH



JOSH – Penair School, Truro, Cornwall to Goodwood is a long way so for the last three years we have stayed overnight in Burley Youth Hostel to talk tactics, have breakfast and head to Goodwood for 8am on race day. Plenty of time to get the car ready for scrutineering

and eat donuts. Formula 24 is for 11-16 year olds. Some teams just use kit cars with click-and-go (no gears). The competitive teams design and build their own chassis....we all have to use the same motor and use 2 x 12v batteries. So the weight and shape of the design is important. It is also important to have good drivers who stay on the racing line and know how to deal with traffic on the circuit. For this year the Formula 24 was an "international final" and there were teams from Portugal, USA, Poland and South Africa, which raises the standard. The final is also now made up of 2 x 90 minute races rather than 1 x 4hour race. We started fifth on the grid due to our performance in the qualifying rounds but knew we had a real challenge to repeat our fourth place of two years ago.

My job was to help out in the pit crew dealing with driver changes (must use at least three drivers), diagnosing problems, assessing telemetry and briefing the younger drivers. I am 15 and so this was my last final and I am heavier than the 11-4 year old drivers; if we wanted to be competitive we had to have light and therefore younger drivers. So I passed on my knowledge about what ampage to maintain (17 until we have nothing left to lose and then move from conserving energy to maximising speed), how

to use the gears properly on the Goodwood track with its ups and downs. We also designed a redundant circuit with two isolator switches in case of an electrical fault so the driver can switch to the back up circuit and keep going with only the loss of a relay.

Our car passed scrutineering without problem – only the kids from Penair talked with the examiners and explained why and how the car was put together. We came 7th in the first race which was fine, but lost any chance in the wet second race when one of our drivers put the car into a corner too fast on slick tyres and did a full 720 spin! This took us off the track and by the time the track recovery truck pushed us back on all hopes of a higher finish were gone. What was great was how the driver responded – he got right back into it and finished strongly. But the best came at the awards ceremony where the judges gave the award for BEST ENGINEERED CAR in the International Final to our car. This is some achievement for a state school on a tiny budget. I have been very proud to be in this competition for the last 4 years and hope schools continue to support the event. One name for you to watch in the future: David Cullimore whose car "JET" for Cullimore Racing won the 24+ race. He has designed and raced this car so well he's gone straight to the Red Bull F1 team. Another thing to watch will be Formula E which is a whole step up for electric powered racing. There were plenty of state of the art electric cars on display at Goodwood, as you can see from the pictures, and the Formula E one is the one the looks like a normal F1 car. All good looking stuff I think you will agree.



JUNIOR PAGE


A photograph of a computer screen displaying a table of data, likely a race results or performance table.

Rank	Name	Time	Speed	Accel	Decel	Brake	Throttle	Steering	Shifting	Clutch	Brake	Throttle	Steering	Shifting	Clutch
1	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
2	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
3	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
4	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
5	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
6	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
7	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
8	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
9	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0
10	John Smith	1:23.45	120.5	1.2	1.5	0.8	0.9	0.7	0.6	0.5	0.4	0.3	0.2	0.1	0.0



JUNIOR PAGE



JACK - Hello, I'm Jack Hollingsworth, 15, a junior member. I am part of "Team Scooby" the Formula 24 race team from my school Samuel Whitbread Academy; recently I raced in the international final, this is how it went. Leaving the house at 4:50 am then returning to get a jump starter pack! After jump starting our school minibus we finally left our school half an hour late at the brisk time of 5:30am! Now a tad late we bombed it down to the legendary race circuit that is Goodwood motor circuit. Thanks to my teacher's great minibus driving skills we arrived perfectly at our set check-in time! After finding our garage and unloading our car and pit kit we went over to the drivers briefing. 20 minutes later, all said and done we had an hour of track practice time to get used to the track and tweak the car if needed. With everything ready to go and the weather predicted to be 'sunny intervals but cool, with no wind or rain.' We were all set for a good day of racing...

By 11 o'clock the car was on the grid in position. we started the season in 69th position which out of some 270 odd cars in the championship isn't that bad at all, the points throughout the year, for each team had be added up to create the new race numbers, the top 80 are invited to finals. With a wave of the flag and a gentle push of the car, the race was underway. Formula 24 is like no other motorsport in many ways, mainly that the race teams are purely teenagers from all over the world and also that all the cars are hand built and electrically powered! At events this creates a really unique atmosphere at events in that there's no roaring of loud engines just the sound of young passionate engineers sharing their experiences and ideas with likeminded people. There is a great sense of community, which was definitely present at finals this year, with the racers talking with the companies and universities that were demonstrating their perspective and involvement in engineering at the event. With two marquees and several garages to look around there was plenty to do besides the racing. Previews of the latest electric taxis, race cars and police vehicles, as well as many of the companies and universities providing interactive hands on activities, or talk to the events celebrity guest Jason Bradbury from the gadget show! 1 ½ hours later the first race of the day was over, we finished in 19th place with a best lap time of 4'59 and a fastest speed of 25.3 mph... a great result!

With a quick change of the gearing it was time for the F24+ race. This is for ages 16-25 as opposed to F24 which is for ages 11-16. This means that the F24+ is a bit faster and



this race also includes the corporate challenge cars; cars built and raced by apprentices from companies. 1 hour later we finished in 11th place!

By 2 o'clock it was time for the final race of the day, the 2nd F24 race. Out of the 3 drivers for the race I was the first, it was down to me to get off the grid quickly and secure a good position. So I did exactly that! This was vital as the race is about endurance and distance, whoever gets the most laps in the 1 ½ hrs is the winner. With the race underway I had to move up through the other cars to get some laps under our belt... After just over half an hour of quality racing around the legendary circuit, watching the classic aircraft come in and out, it was time for me to pit and change driver. After a swift driver check, there was just under 50 minutes of the race left. As the chequered flag was waved we finished in 8th place, with me setting our quickest lap time of 4'38 this was a great result and huge progress from the start of the season!! Just as we started to pack away the rain set in so it was all aboard the minibus to head homeward. Thanks to our great finish, our points from finals have been collaborated and we are now racing next year holding number 10! The team is looking forward to another great race season next year...

RACE	POSITION	BEST LAP	FASTEST SPEED
F24 – 1:30hrs	19th	4'59	25.3
F24+ - 1:00hrs	11th	4'38	29.2
F24 – 1:30hrs	8th	4'42	26.9

Review of the Year 2014

Words and photos by everyone!



It isn't possible to include every show or event that took place in 2014 but here is a sample that has been compiled from words and photos submitted by MMA members. So many thanks to the following people for their contributions:

Sywell Pistons and Props – Pete, Adrian, Don

Butty Run – Guy

Hot Rod Drags – Ali (Cadboy), Jon (GGUK), Pete, Steve, Adrian, Mike (Mad Machs), Ian (Back in Black)

Krispy Kreme – Si (Charger)

NEC Classic Car show – Simon Fann

Wings & Wheels and Wheels Day – Derek

Stars and Stripes – Si and Andy (SOMtastic), Stuart Holmes (event organiser)

Speedfest – Adam

AACI Billing – Kev Carrington

When you go to events in 2015 if there is something you like then photobomb it! If it's a great show or something special happens – winning an award, setting a best track time or just having a bloody good blast then PM me a few words (editor@moparuk.com) whilst it's fresh in your mind.



SYWELL PISTONS AND PROPS

SEPTEMBER 27/28 2014



Words and photos Don, Ade and Pete

Ade - What a brilliant weekend. Fantastic event, so much going on, really something for everyone and by the bucketload too! Our club made a massive impression on the public thanks to Don, Pete and Roydon putting on a brilliant display on the 1/8th mile drag strip. Don got to the semi's in the afternoon shoutout, well done mate, and Roydon got the crowd gasping when he had the Batracuda try to leave track early..... Excellent skills recovering from that one!

Cheers for helping me with the club gazebo yesterday Dave. Lastly massive thanks to Matt for all his efforts in arranging it all, really appreciated.



Don - Fantastic weekend, couldn't have been better, great company in the pits with Pete and Roydon, Ade just cracked me up the whole weekend, Dave Long put a show on all of his own Saturday night 'mincing' round the bar, and what happened to our very own Terry R? Sunday racing was great fun, it seemed a few cars, including Roydon's, were having traction problems, but the 'Bird hooked up straight and true and never really gave me any 'moments'. I was well chuffed to get through to the semi-finals, I jumped the lights so admitted defeat but for me a great result all the same. Darren Skidmore photography was there and mounted go-pro cameras on the 'Bird front and rear so there should be some great footage up soon. A big thankyou to everyone there for great company and all the help.

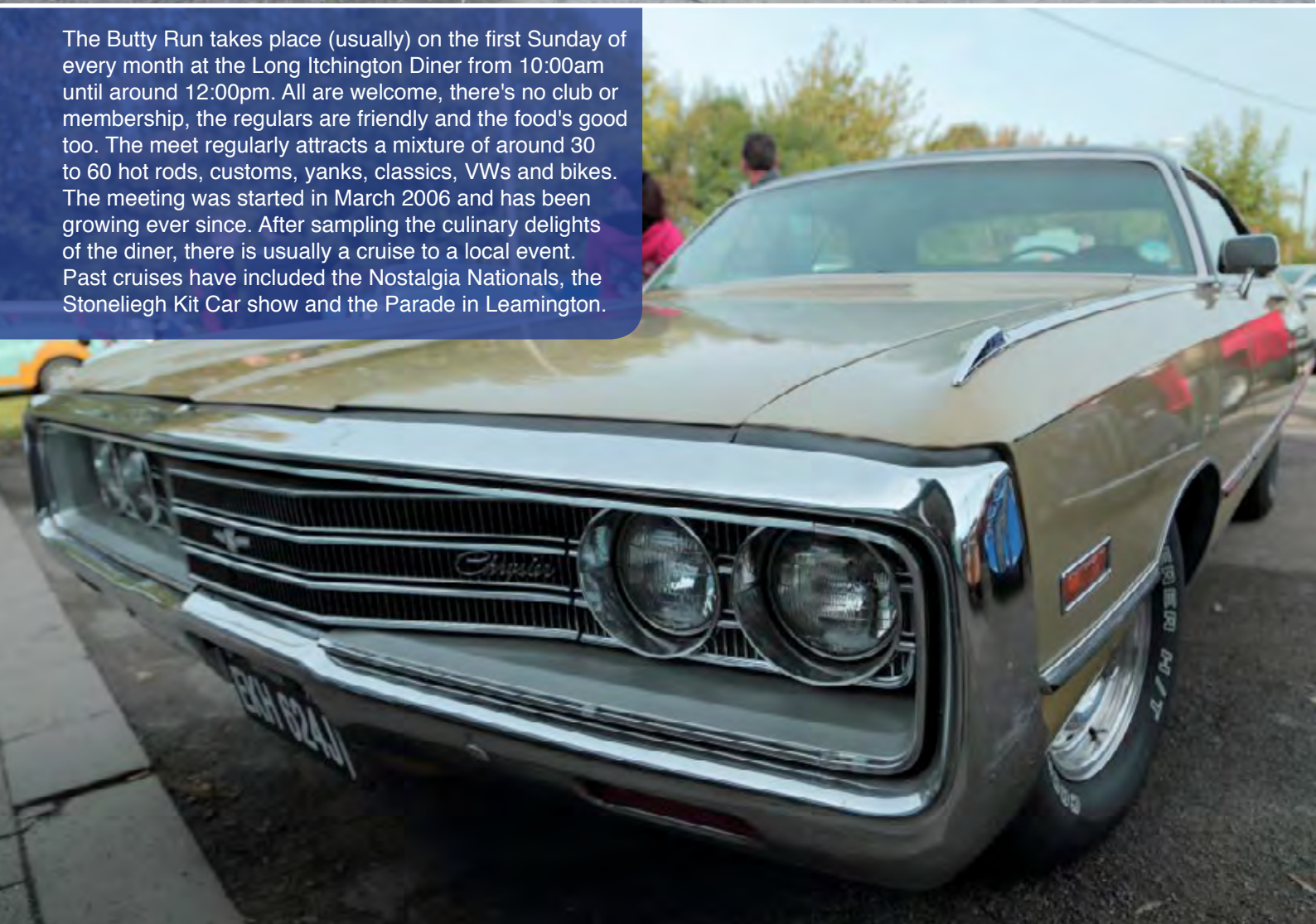




The Butty Run

www.butty-run.com

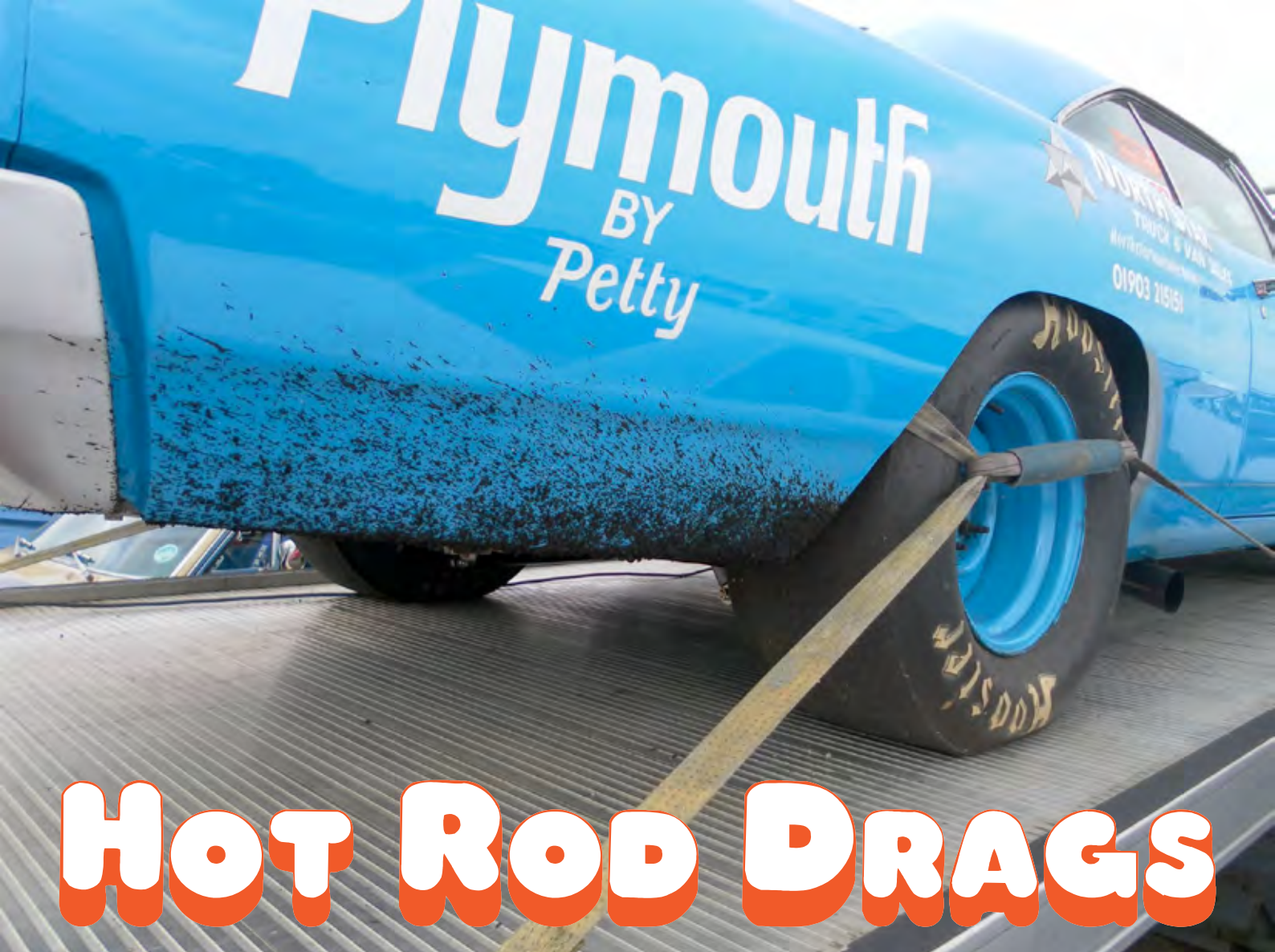
The Butty Run takes place (usually) on the first Sunday of every month at the Long Itchington Diner from 10:00am until around 12:00pm. All are welcome, there's no club or membership, the regulars are friendly and the food's good too. The meet regularly attracts a mixture of around 30 to 60 hot rods, customs, yanks, classics, VWs and bikes. The meeting was started in March 2006 and has been growing ever since. After sampling the culinary delights of the diner, there is usually a cruise to a local event. Past cruises have included the Nostalgia Nationals, the Stoneliagh Kit Car show and the Parade in Leamington.





The Butty Run





HOT ROD DRAGS

Shakespeare County Raceway, September 2014

Words and photos Mike (Mad Machs), Cadboy, Ian (Back in Black), GJUK, Pete, Steve and Ade

Mike - What can I say?... pretty much matched my previous best 13.97, seems to me that in its current set up, that's about as fast it'll go, ran a string of 14.0's before finding the 13's again, gut feeling is something like 3.55's will make the world of difference, but still very pleased with the car: drove there..raced..drove back..no problems. Tyres...very secondhand BFG Drag radials. Oh & new crew chief too!

Ade - yep it was busy and that's nice to see when we all think Shakeylands days might be numbered? Great to see the MMA contingent showed up in good numbers too, good on ya Mike for the marathon trip from Cornwall and well done for scraping into the 13's. Cos I'm so allergic to grown up trousers I turned up in the fire up lane in shorts and I thought I could get away with it but some start line git spotted me and mentioned I better get some. No sweat though I just nipped up to the trade village and some nice old couple on a stall kitted me out with some rather fetching camo keks for 15 quid. Cheers Bri and Dave for looking after me car while I got sorted. I had a good larf drawing two black lines half way up the

• strip on my 1st run. My mate John had a couple of very
• slow runs but still managed to knacker 1st and 3rd gear in
• his 57 Chev.....oooops!
• I had a good 2nd run with Jim and I ran a mid 13 even
• walking it off the line with a 2.5sec 60ft so I know I can
• crack that late 12. Was about to bolt on the drag radials
• when Jim said he saw my hood in his rear view mirror
• and there was a 6" gap at the front at the top of the strip!
• The headwind was liftin it right up and it showed more
• surface cracks so I decided to call it for the day. So cheers
• Jim for spotting my hood problem, saved me from an
• embarrassing incident.



But that Bananarama! monster truck fiasco was just Bananarama! stupid beyond belief! The track announcer says "Sorry for the delay the monstertruck has created so much dust it's gone over the top end of the track." Bananarama! me 5 minutes later the monster truck is charging about again and I'm stood at the bottom of the fire up road and I can see the dust cloud dump all over the freshly cleaned track! Racers all down the fire up lane are throwing up their hands and getting frustrated. Quite a day!

Ian McParlane (Back in Black)

This was my first time at the HRD (and only the SECOND time ever at Shakespeare....) what HAVE I BEEN MISSING ! Thoroughly enjoyed it, made some new friends, met some old friends I hadn't seen for a long time. Took the old caravan that had been stood 6 years, (coz 'er indoors don't do tenting anymore) had to spend time getting it ready though....checked n greased bearings and cables etc, new tyres, sink out to reseal and fit new tap, (how she snapped the old one off I'll never know but it's bound to be my fault), connected the whale pump to find water pi55in out of the whole of one side of the van, bypassed the frost damaged water heater under the sink and chucked it it....we got a kettle anyway so no problem. Can't wait for the new season to start!







Krispy Kreme

DOUGHNUTS®

Words Derek Carter, photos Si (Charger)

Krispy Kreme 3rd Sunday morning of the month and Chelsea Cruise last Saturday evening of the month are just 2 of our local meets, why not come and join us.







Lancaster CLASSIC CAR → Show

BIRMINGHAM NEC, 14-16 November – words and pictures Simon Fann

I felt honoured and quite surprised when Shaun confirmed he wanted my 2008 Challenger SRT8 to be one of the four MMA cars at the NEC Classic car show. Surprised because of the depth of quality of the cars in this club – and new Mopars are not everyone's cup of tea. But it made total sense: to celebrate 100 years of Dodge in 4 cars why not go with an old and new style Challenger, a 68 Charger and an immaculate Dart. Had I checked before and realised Jon was bringing his Dart Swinger from Bristol and Dave his Charger from Wales we could have met up and driven the M5 together. As it was I left Cornwall at 4.40am (seemed an appropriate time) to make sure I had plenty of time in hand for the 11am arrival slot the organisers had given us for the Thursday.



I met Matt with his Sam Posey Challenger outside our entry gate and after a quick wash down we took the cars in. We were early so whilst waiting for the others I took some shots of the halls as the display started to take shape – carpets rolled out, lighting stands set up etc. Pete



Wiseman was with his Super Bee in the Classic American car of the year finals and pretty soon Dave, Jon, Matt, Ade and Shaun joined us.

Given the size of our stand we tried a star shape with the 4 cars at first but the creative genius that is Jon was bang on when he said "No, we need fanned out angles." So that's what we did. After a bit of to and froing it was all sorted and I went for a wander. The halls were massive – I'd last been here 10 years ago and the event seems much larger now. I tried to find the Bullitt Charger/Mustang mock up and failed on the first day! Eventually found it but I must say I think Dave Dando's Charger was better. What a job he's done with Martin Edrich on the mechanicals. The 68's steering is way sharper than my one ever was (new rack and pinion), the ride height is spot on (mixed Charger and Jeep Cherokee leaves), the engine sounds wonderful (360 well worked on) and even the Maserati seats look totally at home. Just shows restorations don't have to cost a fortune or be factory correct (unless you want to go down that route); this is one well sorted and totally driveable Charger that pulled in crowds all weekend long.



paint is fantastic for a home spray but the deep orange on the Swinger looked smooth and perfect and the 360 engine bay was immaculate. We were all hands on yabbering to people all weekend. There were some usual questions "How do get one of these?" "How much to run one?" and some one offs, like 14 year old Lewis who was stalking Dave's Charger numerous times. His dad Kai confirmed Lewis has saved £2,000 already and is totally obsessed with getting one. Given his passion I'm sure he will.

Matt will be doing a write up on his Challenger in a future issue so I won't steal his thunder. However, it is true to say all cars attracted attention irrespective of the fact that we did not spend thousands of pounds on our stand as the Mustang and Corvette guys did. On the plus side



this means people were interested in the Dodge vehicles in their own right, but it did mean that in comparison our stand did not appear as attractive. The lighting rigs other clubs brought did highlight their cars better than the shadowy light we were in; this makes the cars stand out and assists photography. Certainly this started a weekend long debate amongst us all as to the way forward. Is the presence of our cars enough? Should we up the image and profile of the club by making the MMA stand look more attractive? There are time and money costs here.... if we go down the carpet and lighting route these things have to be obtained beforehand and then delivered, set up and taken down in accordance with the NEC decreed timescales and rules. For example, not only does a club have to pay for an electric hook up but the rate goes up massively depending on what power you draw. So it was bizarre to see 2 of the 4 Corvette light stands go out every so often as that meant they were putting the kettle on and could not run a kettle in addition to the lights without hitting the next price bracket!

These issues will no doubt be the subject of varying views on the forum and such debate is important. Shaun and I went to the awards presentation and for the category of Best Small Club Stand, for example, the MMA would not get a look in – irrespective of the quality of the cars – unless we address these presentation issues. So look out for some posts in the near future seeking your opinions.

All in all a great four days. When I thought about going up the wise sensei that is Ivor Hawkins advised "You will end up knackered!" and he was right. Fortunately I had a comfortable trouble free ride home and the weekend was definitely one of my highlights of the year.





Wings & WHEELS

DUNSFOLD, 23/24 AUGUST 2014

Words and photos Derek Carter



If you have never been before, make sure you attend Wings and Wheels next year, It's a 2 day event and you can go on either day or both, camping is available if needed. it is a must. I was lucky enough to get a late invite by Brooklands and wow what a fantastic day. I got on the Top Gear track and got up 135 mph, and suddenly a Ferrari goes zooming past, I felt as if I was doing 20mph, boy was he moving. The display from the aircraft was totally amazing, The Vulcan and 2 Lancaster Bombers was the icing on the cake. On that note I am making enquirers as to whether we can attend this event as a club with allocated space for parking and club stand. It would be pre-booking only . Will let you know more when I know.

• Whilst writing, here's some words about other events I've been too this year.....

• Brooklands

• Another great day, and finally got to meet our new leader, Shaun and his lovely wife Helen, who manned the MMA stand for most of the day, chatting to some members and signing up some new ones. As usual we picked our top 5 cars of the day, these were as follows....
• Shame it was spoilt by 4 unfortunate incidents.
• The 1st was at the gate, where a person on foot, was rude and caused a scene, 2 incidents were round by the Concorde area, where apparently a person was almost hit by a car. These incidents were caused by a Mustang and a Charger, who

have yet to come forward !!!! The 4th was caused by a Chrysler 300 doing a burnout on his way out, he said " I didn't see the NO Burnouts Sign and I thought people wanted me to do it " , he has apologized and sorted it out with Brooklands, although he felt it right to threaten my wife and myself, whilst we were at the Euro Nats at Santa Pod. Due to these incidents by these morons, we are not allowed to hold our event at Brooklands next year. I'm not sure how long we are banned from Brooklands as a club but will keep you all informed on any updates.

Euro Nats

What a great week-end. I towed my caravan up to the pod with the charger for the first time and must say was pretty cool judging by the looks we got. It's great to catch up with members that we don't see from one year to the next as well as the all important track time. I along with others helped out on the MMA stand , where over the week-end signed up some new members and sold some merchandise. Many Thanks to Tony O and Euro Committee for organizing such a super event.

Derek, PR for the MMA



Wheels Day...

WORDS AND PHOTOS DEREK CARTER



Not much I can say on this, just another fantastic day, a few people moaned about the parking of cars and the time it took some to get in but hey that's Wheels Day, yes they did have a few problems but that was down to a new venue and the amount of cars that turned up.....As far as I know Wheels Day 2015 is going back to the old venue in Aldershot, and 2015 will see club parking for the first time. I think this is going to be pre-booking only

On another note, on the way home from a great night at the Halloween Chelsea Cruise I stopped to get some chips,

• looking out of the chippie window I saw two drunken teenagers walking towards the Charger where my Granddaughter and her Boyfriend was sitting in, I had a flash back to September 2010, you all know what happened that night, but this time the 2 young lads were just in a happy laughable mood blowing kisses at my Granddaughter (It didn't go down to well with her boyfriend) but hey-ho the Charger was fine this time and the young lads said how much they loved the car, after they had gone I tried to start the Charger but the battery was flat, I then rang Liz and asked her if she still wanted chips, to which she said "Yes", I then said



to her " You had better get in your car and bring some jump leads around to me as the Charger battery was flat" she laughed and said she was on her way! New alternator ordered and fitted to Charger before you read this.

Derek, PR for the MMA



STARS AND STRIPES

Tatton park july 5&6









SPEEDFEST

Brands Hatch
7/8 June 2014





AACI

Billing

JUNE 2014



Hi All,

It seems a long while ago now, but this was a great show, and I do love Billing as a venue.

The weather turned out ok, and there were hundreds of great hot rods, muscle cars, 50's cruisers and of course a decent turn out of Mopars!

It was also the maiden voyage for my Duster, which it handled admirably.....well apart from 14mpg average but I have winter plans to sort that!

- Among my favourites were the gorgeous jet black
- Roadrunner, a red Aussie Falcon and the lovely Blue 65
- (66) Plymouth Valiant which was on a trailer for sale.
-
- Can't wait for Spring!
-
- Enjoy the pics
-
- Cheers (and Merry Christmas!)
- 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!

Food and film – definitely two of my favourite down time activities! This month's article is really about two landmarks: I turned 50 and the Mopar Euronationals advanced to a youthful 21 years of age.



Firstly, a word on Mimi's Diner, Bugle, Cornwall. Set in out of the way Bugle, Mimi's is an authentic 1949 dining car built by Mountain View Diner Company, Signac, New Jersey. It's come a long way from its



original site off 16th Street by Hoboken Terminal in Jersey City. The food is pretty good too. A friend had reserved virtually every table for my breakfast birthday bash and the range and portions should be enough to satisfy even Desperate Dan. Cooked breakfast, waffles, pancakes, malt milkshakes, brownies they do it all and our waitress served them up with a smile. If you're down in Cornwall check their opening times before just rolling up – winter season they're down to Thursday to Sunday – but if you're after honest food and want a cool place to visit it's a good bet.

Now on to the real meat.... quartmilehigh's DVD of the 21st Mopar Euronationals at Santa Pod. I've got 4 other Nats DVDs so I was intrigued as ever to see what Dave and Helen could squeeze on to the disc. There is always so much happening at the Nats it must be an editorial nightmare to compress it all in to an hour and 42 minutes. But what a job they've done.

The menu is easy to use with the three days being split into Friday, Saturday, Sunday and the submenu divisions being Arrival, Introductions, Cruise, Pro mods, Evening session, Show n shine, Eliminations, Burnout and Awards. I usually like to sit and watch it all straight through but, having done that, the menu lay out then does help if you want to quickly find something particular. I really like the Introductions with interviews and explanations from some of the key people, such as Andy Robinson, who feature in the racing. For one thing such interviews afford a sporadic break to the racing action, which holds attention longer, but also provide real detail and fact to give an interesting insight into the preparation of car and driver. All in all this means the commentary and the interviews make the DVD accessible and enjoyable for all viewers, whether you're a novice or an experienced competitor.

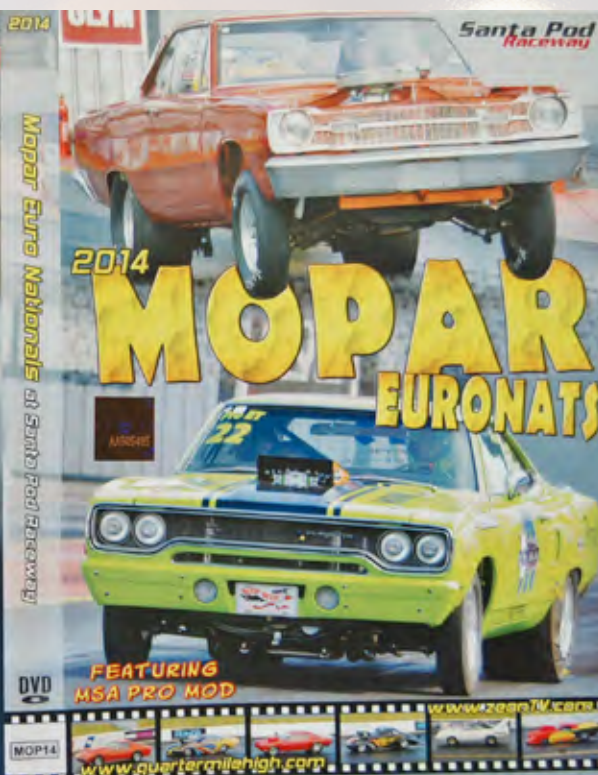
The Cruise is filmed at key points on the roads to the Billing Old Mill. See how many cars and drivers you recognise along the way....and you always know they're going to film you parking up: no pressure with the reversing then! Throughout the DVD there is a fair amount of focus on both racing and show action. I really liked the use of the music by Karma Heart and the Straight Aces from the Sunday morning and the

interviews with the groups. They also help to make the weekend special so giving them some air time is important, plus having them play in the coral on the Sunday provided a great backdrop to the show cars.

The camera work is sharp, with multiple angles on the track runs which keeps the DVD fresh and shows how the production is different from year to year. The view from the top end of the track gives a great feel that you can't get from being in the stands or the grass hill. Even better is the in car and parachute view for the pro mods, especially the final Andy Robinson/AndyWright run.

As usual the mix of people with machines is crucial. The four interviews with the Mopar Nats Committee is a nice touch to give recognition to all the work that goes into creating and running the event and will help people put faces to names. Great to see hall of famer Kev Bulmer, former Brisbane Taxi driver, back and to hear Tony O give the low down on two purple Challenger R/T SEs. Also good that Nitro FM got a mention for the breakfast radio work they do at the nats and other major Pod events. In terms of the burnout competition it almost comes with smell-o-vision, so close are you to the rear tyres lighting up. And the awards ticker-tape is a nice touch to record who went away with what.

So just as the Nats continues to evolve and grow the quartermilehigh DVD keeps pace and finds new ways to capture special memories of the event. A totally professional job and well worth the money. If you want a copy for Christmas go to quartermilehigh.com. Bring on 2015.



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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.....

Miles n miles posted a link to a great article on top 5 fastest Mopars here in the Mopar Lounge section:
<http://www.moparuk.com/forums/viewtopic.php?t=48889>

Dave Robson's always finding interesting information or material. If you want to see some period adverts for Mopars then have a look here <http://www.moparuk.com/forums/viewtopic.php?t=49180>



This 1965 Polara two door is back in the club in the hands of another Simon (there's loads of us!).
<http://www.moparuk.com/forums/viewtopic.php?t=49144>



Great to see so many new or returning members posting in the Lounge – and to see the warm welcome they get. Some interesting restorations coming along in 2015 for sure.

Talking of restorations if you are after some missing bits and pieces go to the Restoration and Miscellaneous section on the forum and look in this sticky
<http://www.moparuk.com/forums/viewtopic.php?t=1958>

There are a couple of UK numbers that are still valid but if you know of any breakers yards over here or in the states that were good to deal with then post them up. We do need to keep the forum as up to date as possible.

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.**

NORTH WEST:

Hollow Tree: 1st & 3rd Wednesday of the month Apr to Oct inc 7pm, then 3rd Sunday of the month Nov to Mar inc 11am, the Hollow Tree, Tarporley Road (A49), Warrington, Cheshire, WA4 4LX (M56 J10), www.americanautomags.com

Krispy Kreme: 1st Sunday of the month 11am, Krispy Kreme, Barton Dock Road, Trafford Park, Manchester, M41 7PP (just behind the Asda gas station)

Mascrat Manor: 2nd Wednesday of the month 7pm, the Mascrat Manor, Manchester Road (A57), Warrington, Cheshire, WA3 6DR (M6 J21)

Preston: 1st Friday of the month 7pm, the Lea Gate, Blackpool Road (A583), Lea, Preston. PR4 0XB

• Santa Pod dates:

• FEBRUARY 2015

• **Sat 21st - STUNT FEST** - Half term family fun with daredevil stunts and displays and more!
• www.stuntfest.co.uk

• MARCH 2015

• **Sun 22nd FAST SHOW** - The season-opener for all performance and modified car enthusiasts with RWYB, FWD and Jap Drag Series, Show & Shine, stunt shows, traders, car clubs and "N2O" heated nightclub on Saturday night! www.thefastshow.com

• APRIL 2015

• **3rd - 5th FESTIVAL OF POWER** - An action packed Easter weekend for the whole family featuring Top Fuel Dragster Match Race, European Nitro Funny Car Series, Jet Car Shootout and National Drag Racing classes headlined by the MSA 200mph Pro Mods.

• MAY 2015

• **22nd - 25th FIA EUROPEAN DRAG RACING CHAMPIONSHIPS** inc FIM DRAG BIKES

• JUNE 2015

• **Sun 21st RETRO SHOW** - The multi-marque event for fans of retro vehicles on two and four wheels. Pre 1990 RWYB, Show & Shine, Retro Drift Challenge, car clubs and retro entertainment. www.RetroShow.co.uk

• **27th - 28th SUMMER NATIONALS** - National Drag Racing Championships headlined by MSA 200mph Pro Mods, Drag Bikes, Nostalgia classes and the Jet Car.

• **10th - 12th DRAGSTALGIA** - A weekend dedicated to race cars, bikes and hot rods from a bygone era with Jet Car, race classes, live evening entertainment, swap meet, Show & Shine (In association with the NSRA) and more.
• www.dragstalga.co.uk

• **24th - 26th 22nd MOPAR EURO NATIONALS** - The Ultimate American Muscle Car show with RWYB, burnout competition, huge show & shine, muscle car cruise, MSA Pro Modified and live evening entertainment.

• Shakespeare County Raceway dates:

• **March 28th/29th** - Season Opening Public Track Weekend

• **April 18th/19th** - Public Track Weekend

• **May 2nd/4th** - APIRA Springspeed Nationals (MSA/ACU)

• **May 23rd/25th** - Yanks Public Track Weekend

• **June 6th/7th** - Public Track Weekend

• **June 19th/21st** - NSRA Nostalgia Nationals

• **July 4th/5th** - GTi International

• **July 18th/19th** - Public Track Weekend

• **August 6th/9th** - Bulldog Bash

• **August 29th/31st** - APIRA Open Sport Nationals (MSA/ACU)

• **September 11th/13th** - NSRA Hot Rod Drags

• **September 26th/27th** - Public Track Weekend

• **October 10th/11th** - Public Track Weekend

• **October 24th/25th** - Halloween Bonfire Burn-Up Public Track Weekend

• We will be incorporating specific events ie: Bracket Gamers, Cal Look etc into the calendar when confirmed.

MMA SHOP

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

OPEN



High Quality
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FOR SIZES AND AVAILABILITY
SEE CONTACTS PAGE



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

