



connected

Publication of the Mopar Muscle Association UK

£3.50/Free to Members

Issue 73

Chryslers at Brooklands

plus...

Connected goes...

3D

**Duster
Dart
Diner**



...Nats discount form and much more...



P19 CHRYSLERS AT BROOKLANDS

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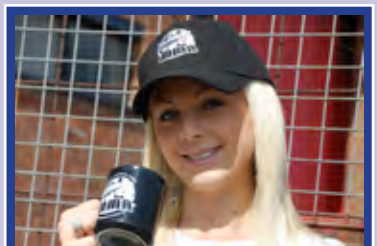
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Contributors not mentioned in articles - Connected Logo + Cover Design: Sean Henstridge.
MMA Logo: Tristain Reidford



Welcome to Issue 73 of 'Connected'.

Last issue before the Mopar Euronats! For those that haven't been before that's THE meet up of the year at Santa Pod Raceway from 25-27th July this year. It's a blur of track action, cruise, show n shine, burnouts, beer and bang on music from the Karma Heart. So hopefully some of the articles and photos here will get some new members juiced up and motivated to come along. To benefit from the MMA member's discount you need to print off the full page form in this issue of Connected and bring it along to the entry gate at Santa Pod together with your membership card.

This time around we have a report on Chryslers at Brooklands from Derek Carter – a day that has left many with mixed emotions. It's become established as the premier MMA club event but it's future is uncertain due to the actions of a few non-MMA individuals. I'll let Derek and Shaun, our Chair, comment further but I can't let it pass without saying how fortunate the club is to have Derek put in so much work and time to make it happen and to act as an ambassador to try to iron out the wrinkles. At a time when some people are totally anti our interest in cars our focus as a club has to be on positive aspects of what we do and the way we work with venues and partners, so thanks Derek for all you do for this event and keep us posted about news for 2015. Entirely fitting, then, that Derek's Charger won Sunco Car of the Year at Brands Hatch this year. Congratulations on winning that substantial trophy (see photo below).



Members Mopar's looks at Kev Carrington's 1973 Duster and the work he's put into that so far. At the same time as receiving Kev's piece Chris Ball sent in his info and pics about his 1971 Dart. I thought these two offered a great A body contrast so what the heck it's two for one Members' Mopars. Owning a Mope at 23....that's just the sort of enthusiasm we like Chris! And there's another great looking Dart in Carrington's travels too.

Elsewhere there's a write up of my meeting with Andy Heath at the A38 Diner and some great photos of his Challenger R/T. In the Junior Page Richard Brickland passes on his passion for Mopar to grandson Alfie and in Down Time I review the Black Box, a product intended to bring out the best of any black painted beast.

Finally, in anticipation of the crews that will coming to the Euronats from Holland, France, Germany, Jersey etc, here's some more proof about the international attraction of Mopars. I was in Norway last year and bought this Amcar mag. If your Norwegian's any good you can translate the whole text, but I'm guessing you will work out the specifications based on the numbers!

Bring on the Nats! Drive safe
Simon Fann MMA050
Gas for GOSH





Tekniske Data

1968 Dodge Charger R/T 440

Eier: Knut Are Andersen, Kristiansand

Motor: V8, 440

Volum: 440 cid, overbore 0.30.

Effekt: Originalt oppgitt til 375 hk, litt mer nå

Komp.forhold: 10.25:1 originalt

Førgasser: Procomp Race 850 DP mekanisk

Gearkasse: TorqueFlite 727

Bakaksel/utveksling: 8 3/4" med sperre, 3.23 utveksling

Bremser: Originale ventilerte skivebremser, 4 stemplet Bendix calippere foran.

MBM Mopar 8 3/3" skivebremse kit med håndbrekk aktuator bak

Felg: XXR, 9 x 20 foran, 11 x 20 bak

Dekk: Dunlop Sport Maxx GT. 268/35-20 foran, 325/30-20 bak

Akselavstand: 2.972 mm

Bredde: 1.946 mm

Lengde: 5.283 mm

Lakk: Frozen Grey Metallic Matt

Vekt: 1.695 kg

Prod. antall ny: 17.584 R/T

Options på bilen: Original R/T bil, levert med Power brakes og skivebremser foran.

'68 Dodge C



The Bullitt Charger

The Bullitt Charger

'68 Dodge Charger R/T 440



Da Knut Are Andersen fra Kristiansand så filmen "Bullitt" med Steve McQueen var det ikke Mustangen han likte best. Han ble overveldende fascinert av den svarte Dodge Charger'n som dre turkiet opp til høyreissende høyder for den gearet med et macho lite rykk i kinopublikummet. Bak kom den senere berømte Mustang'n med skrikende dekk...

Ved Ole M. Nybakk





Connected 73

Show season is now well underway and I've managed to attend my 1st show as chairman, Chryslers at Brooklands. Derek has put together a full show report for you all further on in this issue so I'll leave the specifics to him. For me it was great to meet lots of members whom I'd only chatted to on the message board and put faces to names. Unfortunately as most of you have now probably heard Brooklands management have pulled the plug on this show after 11 years due to some reckless behaviour from a few non-MMA members. This is a great shame as it is the only show that we actually run and Derek has put in countless hours over the last 11 years to make it the well attended and much anticipated event. Rest assured we are making every effort to get this ruling overturned and we will keep you updated.

In the last issue of Connected I asked for any ideas for the future of the MMA and I'm pleased to say that some of you have actually taken the time to approach me with some suggestions. These ideas have included an MMA Facebook page and Twitter account. A new T-Shirt design which should also be available in child sizes as well as pens, pencils and notepads. Also being discussed is to start holding an annual general meeting to give the committee and members a chance to discuss issues, ideas etc that affect the club. As always, any other ideas or suggestions are welcome.

It's great to see that so many of us are dedicated to this club and to these cars. Lets face it, it's not easy being part of this hobby! Mopars are far from economical, parts are expensive and often hard to find, most won't fit in a normal UK garage and often we only get about 3 weeks of nice weather to actually drive them! Despite this we still persist and do whatever it takes to keep these amazing machines on the road.

There are plenty of our members currently undertaking restorations, of which a few (with a bit of luck) will make their debut at this years Nats. I for one know how trying it can be, especially when you've set yourself a target date to be completed. It was this time last year that I felt confident that I would be cruising to the Nats in my newly restored and sweet running GTX. But alas it was not meant to be as there were just too many little issues that couldn't be overcome in time. Thankfully once again

the members rallied around to offer help and the incredibly generous Jon Connelly stepped up and transported my car to the show!

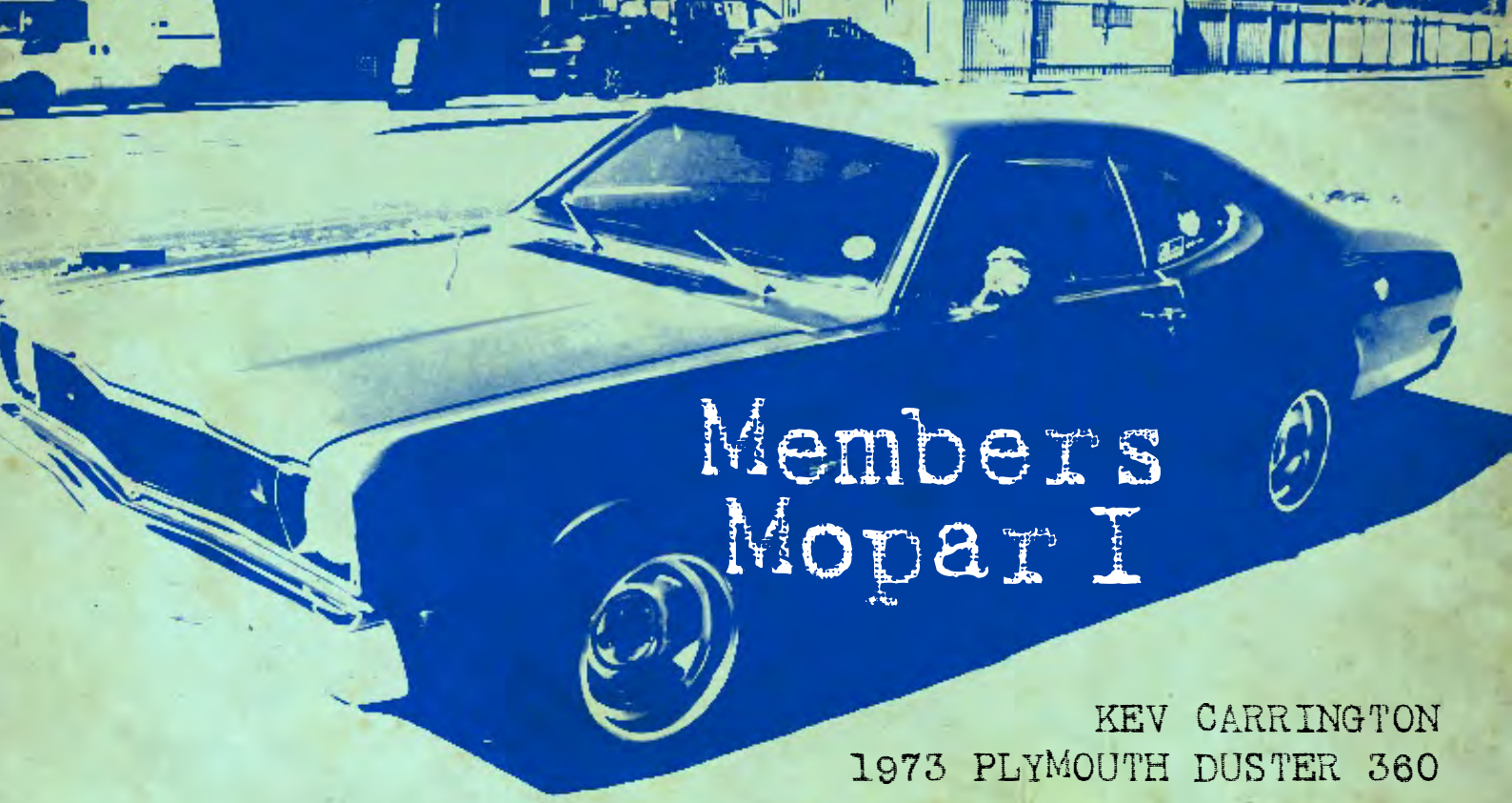
So here we are almost a year later and how many glorious smiled filled miles have I covered in the GTX..... about 8! Due to running issues, wiring problems, you name it! But there are a few weeks left so fingers crossed I'll finally experience the open road in a properly running Mopar!

I'll be tending the club stand at the Nats (with or without the GTX) so make sure you pop over for a chat.

See you there...

Shaun Senior Chairman MMA





Members Mopar I

KEV CARRINGTON
1973 PLYMOUTH DUSTER 360

Hi Everyone,
I had my 73 Plymouth Duster imported from Hughson in California, by a good friend, Mick Deakin. It arrived last July and with working away a lot, it has progressed slowly since then.

When it arrived, it had completely flat paint, chrome modular wheels, poorly installed ground scraping Headers, one Cherry Bomb muffler and one standard muffler, a cracked Edelbrock Performer intake manifold, self-loosening Rocker screws, a leaking Master Cylinder, missing kick panels, no gauges working and a ton of Character!

There is absolutely zero rot anywhere. There are dings and dents on virtually every panel, but I love it!! Now it has a new Edelbrock Performer Intake manifold, new rear shocks, TTI Headers (a work of art, but expensive), Flowmaster Super 40 Mufflers, American Racing Slot Mags, new Master Cylinder, Rocker Screws with locknuts, and working gauges.

A couple of months ago, my Son Matt decided to try a bit of T-cut on the rear quarter, and to our astonishment it came up like glass! That forced me to spend the rest of my week off doing the whole car, and then properly waxing her and the result is dramatically different with a good shine on every panel.

The car sounds very aggressive with a rather lumpy idle courtesy of the Competition Cams camshaft (unknown duration), and attracted a lot of attention at our local Frankie & Benny's meet a few weeks ago. Since then we attended the AACUK show at Billing in June and the car ran faultlessly.

I have a ton of things I want to do, but first on the list is installation of Air shocks to firm up the back end until I can afford new rear Leaf Springs, or get the existing ones refurbished, because the wheels catch the inside of the arch with anything more than a tool box in the boot!

Cheers
Kev





JUNIOR PAGE



Ed – this issue's Junior Page is passed over to Richard Brickland and Alfie. They certainly prove that the car bug passes down the generations! Over to Richard to explain.....

It all started over 40 years ago when I was 10 years old and over the breakfast table, my dad was telling the tale of a friend of a friend buying a ridiculously large engined American car called a Dodge Charger. Not a Capri or a Granada a Dodge Charger. I was always a bit of a daydreamer and simply the name of the car sent my mind drifting off with images of me hurtling around our local village in a massive car with a massive engine beating everyone who challenged for a race. I wanted to know more about it – where was it – could I see it, but while my mind had drifted my Dad had moved onto more mundane conversation and that was that.

Twenty odd years passed and the most exciting car that I had owned was a 1600 Ford Capri and then one day I passed by a garage near Nantwich that had 4 big American cars on its forecourt. I pulled in and the one that really caught my eye was the late sixties Dodge Coronet sporting a 440 engine. Pictures of cars can never portray the real

- feel and having seen one close up for the first time I knew I
- had to have a 60s muscle car and it had to be a Dodge. All
- I needed now was the money that took some time.

- My first classic American was not what people had advised
- me to get – a nice 289 Mustang is probably your best bet
- – parts, maintenance etc are easy - no it had to be a 68-70
- Dodge Charger. When I got the money ready there was
- only one in the country that I could see was for sale and it
- was tatty. Sat in the rain at a dealer's garage in Yorkshire
- I tried to haggle the price down but the owner knew I was
- going to buy it and at any price. I should have waited for
- a better car – but no it was a 440 69 Charger and it was
- beautiful and had to be bought.

- Once back home I started to blast it around Chester and
- realised that I couldn't do in an old American muscle car,
- what I could in my Peugeot 306 - it might well fall over if
- I went round bends fast or accelerated off a roundabout
- before it was in an absolute straight line. My son Fred (23
- now) can remember when he was about 7 holding onto
- the roll cage while sat in the back when we hit the gas off
- a small roundabout before getting the Charger straight and
- we seemed to shimmy down the road for about 100 yards
- before thing settled down.





of a healthy V8 and the comfort of a bench seat is enough for me.

My son Fred came to most of the shows and drag strip meets with me over the years along with my friend Jamie Dunning. Fred is keen on fast cars too and with influence from films like Fast & Furious and Gone in 60 he will hopefully over the years retain his interest in muscle cars. I did just the other day promise to buy him a Buick Grand National when I get hold of my pension in 4 years time – hopefully he will have forgotten by that time...

The Mopar theme for us is kept going by Jamie who has a California import 73 Challenger menacingly lurking in a lockup and growling to be put on the road.

Having sworn I would never sell the Charger (I did love the thing) I knew I wanted to move onto a better car. My 69 440 was going to cost me too much to make it what I wanted – I needed to move on.

A 302 68 GT Mustang Fastback followed which was numbers matching and restored by people who knew what they were doing but I still kept my eye out for Mopars.

The Mustang would get peoples attention as it drove past but it didn't drop peoples jaws like my next car – a 1974 440 Charger in dark green. When driving that car for the first time back from Duncan Watts' place near Crewe (Duncan fitted a new torque convertor and as ever did an excellent job) I remember vividly the open mouth looks the car got on its trip back home. Is there anything more striking than a Dodge Charger on the move ?

The 74 was a fantastic condition low mileage San Diego import that I kept for some 3 years or so.

Since then I have owned a 96 Mustang Cobra and a 97 Camaro Z28.

8 years ago I imported (with the help of Tony Oksien and Brendan) a 69 Chevy Nova and that is what I use right now. As I get older I find that the desire for massive power under my right foot has started to diminish and the rumble

• Onto the next generation and my grandson Alfie is nearly 4 and is car mad. Ask him what is the best car in the world and he will tell you a Chevy Nova – he has to – Grandad has got one.

• Car shows these days for me are more about sifting through boxes of toy cars to see what me, Fred and Alf can find and our collection of Hotwheels and Corgis gets bigger every year.

• My collectable and very often boxed muscle car diecasts have gradually been unboxed and treated to Alf's "demolition derby" games – but who cares – they are toys after all. He has hidden – I don't think I will ever see it again – a nice Plymouth Roadrunner somewhere in my house and is sticking to the story that he can't remember where he put it.

• I have stopped checking the price of collectable toy cars on Ebay.

• A year ago, if we tipped out all of the toy cars on the carpet, most of the American Muscle cars Alfie would call a Chevy Nova, regardless of what it was. At 4 he now asks "what is this car Grandad" ? – "that is a Dodge Charger Alfie" – "is that a fast car Grandad" ? – "Oh yes it is Alfie".

Richard Brickland





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Carrington's Travels



Reflections in Glass Car Show

Hi All,

This show was hosted by the Corvette Club and the venue was Autonation Chevrolet in Fort Lauderdale.

The curious title for the show comes from it being hosted by the Corvette club.

I wasn't sure what to expect with this one because I thought it may be a small show if it was held at a Dealers, but I was forgetting I am in America, this Dealers site was enormous!

The weather was perfect, and there were about 300 cars on show, many of them Corvettes from every year you can think of, but so much more as well.

The local Police force had its SWAT Hummer on display....very menacing!

As always, my favourites were the 70's muscle cars, topped by the Green M-Code Dodge Dart with the factory 440 and the 'Real 1' registration plate.

*Enjoy the pics
Cheers, Kev Carrington*













A38 DINER CHALLENGER MEET UP

featuring **ANDY HEATH's 2009 DODGE CHALLENGER R/T** – words by Simon Fann and Andy Heath; photos courtesy of Earl Adams Photography

Simon - I hadn't been to the third Sunday meet up at the A38 Diner (by the Trerulefoot roundabout on the Cornwall side of Plymouth) since I had my gold '68 Charger. Having made contact with a guy in Devon who has a new style R/T we agreed to meet there for the May bash. My recollections of my last trip up were arriving at 12.30 to find the place rammed with 'normal' punters out for a Sunday meal and quite a few American owners who were out to lunch too. We ended up having to go the Windy Ridge across the roundabout to have a chance of getting food. So I said to Andy to meet about ten past eleven to have a chat before the other American car owners rolled in for 11.30. We both get there, chew the fat and go over the differences between his 2009 R/T and my 2008 SRT8. Check out the below picture shot between the two cars – in Down Time later in this issue I will review the Black Box polish. You can see Andy's chrome wheels reflected on my side and then back onto his car – a mirror finish for sure. As for the Diner, the place hasn't changed much on the outside but their Camaro is ageing a bit.



Come 11.45 no other Yanks but plenty of interest in ours from the regulars filling the place nicely. At 12.00 Andy's not convinced about me telling him it would be heaving so I had a word with a friendly waitress: "Do you still do the American meet up?" "Yes sure" "On the third Sunday



every month?" "Yes" "So.....that's today, right?" "Oh yeah....where is everyone?" Moral of the story: always check the website for info updates.....there was a car show in Bude so they'd all gone there! Never mind! It just meant we got to have more of a yabber about cars and enjoy some tasty grub. All has gone well with the timing chain recall work on the R/T – Andy contacted Dodge in the US who were quite happy to have it completed by a local Jeep dealer at their expense. In terms of food at the A38 Diner burgers are recommended, portions are good and filling and the service was superb. So if you're in the neighbourhood check them out: A38 diner, Trerulefoot, Saltash, Cornwall PL12 5BL Tel 01752 851038.

Enough of my waffle, here's the info on Andy and his R/T...

ANDY HEATH "I got into Americans through, I suspect, the expected media staples: Easy Rider; Driver; Cannonball



Run; Smokey and the Bandit; and of course Vanishing Point. The attraction of motoring and cars Stateside is always portrayed with more romance and allure than here. My dad, a mechanic during my younger years, one day introduced me to the sound of an old Rover V8. Rare over here in modern British cars, but a familiar tune in

those retro films, and to me that became the authentic sound of those big American cars I'd watched and read about, reinforced in more recent times in *Gone in Sixty Seconds*, *Fast and Furious* and *Deathproof*.

My induction into American car ownership came in 2013, when staying overnight in London before a fly-drive honeymoon in South Western USA, I was dragging my newly wed across the Capital to see a 2009 Challenger R/T I'd been looking at online. And it didn't disappoint. Big. Brash & Loud, with a Magnaflow upgrade that is simply epic. And it shuddered when revved! The flash of the bright red R/T straight from Kowalski's front grille. That was enough for me. She would be prepped for our return. And the wife loved it! The next 3 weeks was spent in an R/T rental in the California sun, a good way to get used to my first muscle car.

While I'd have loved a 392 Hemi, bottom line was a V8 was the only real must have for me. The extra horses and cubic inches would have only served as bragging rights for me. The R/T held a certain connection to the film that brought me to this point too. Mine comes with an auto box, chrome finish alloys and the exhaust modification which I am very happy with. Other than that she is stock and will more than likely remain that way. The big draw for me is that sound at cruising speed, so any additions will be purely to enhance that. Exterior or body mods not required!

I plan to use the car as much as possible. Were it not for some nasty UK car parks, it would be an every-day runner, but that really only rules out trips to work. So the Dodge comes out in all weathers, all year round, no excuse needed. I'm still getting used to fielding questions about costs etc. but I maintain with cheap tax, reasonable insurance and a requirement for low quality fuel, I couldn't afford not to have one! Nobody else seems as convinced on that as me though."

Simon – after the meal we took a run down to Castle Motors to use their Lightning as a backdrop. Great company, cars, meal and photos – we'll do it again soon. And this time I'll check to make sure the other owners aren't off on another trip!



A note about **EARL ADAMS PHOTOGRAPHY**. EJ is a professional photographer with a great camera and talent to use it. He's coming to the Mopar Euronationals this year so if you want him to do a portfolio of pictures on your car here's how you can contact him:
• www.earladamsphotography.com
• email: adams.earl@gmail.com, phone 07889 059341.





CHRYSLERS AT BROOKLANDS

Words and pictures Derek Carter

We got to Brooklands Campbell Gate entrance, nice and early (8am) ish, on what started off as a bit of an overcast day, already there was about 10 vehicles waiting to get in, once myself and the Marshals were in, we went through details of the day, with Donna (events Manager), Fire teams etc and got sorted.

Although the gates were not due to open to the Museum, till 10am, such a queue had built up that cars started to roll in around 9-15. Anton was in charge of the Paddock, and began along with the other Marshals to sort out the parking, what should go where. Before too long it was pretty packed with a great assortment of vehicles. The weather had got a lot brighter too.

Unfortunately, during the morning a member of the public caused a bit of a problem at the gate. He was asked to gain entry at The Heights entrance as he was not in an American / Classic vehicle, which he did do eventually. I personally think he should not have been allowed on the premises at all.

It was good to meet our new Chairman Shaun and his wife Helen, the MMA stand was soon set up and members soon came over to say "Hi" to Shaun. Shaun and Helen said they had a great day and were looking forward to next years event. Little did we know what was coming next.

Most people who have been to this show know they are going to see a real mix of lovely vehicles and have a chilling day and even if the weather is poo, there is such a lot to see in the Museum itself. Thank You to all who could attend the show and supported the MMA.



Brooklands Museum ground, is very much "hallowed" ground, as many of its visitors know. So when I witnessed someone doing a "Burnout".....I couldn't believe my eyes.....then to be told of 2 other incidents involving a Maroon Mustang and a Yellow Charger round near Concorde, I was very upset and angry, I could only make my apologies to Donna on behalf of these idiots.

Moving one week on, and I get a phone call from "Brooklands" to say that due to the said "incidents" next years show had been cancelled... Donna did try to get her bosses to change their mind but to no avail. So no more Chryslers at Brooklands, which is really sad.

- The Chrysler 300c guy and I have spoken, and he has tried everything he can to make matters right with Brooklands, as has the Chairman of the Chryslers club, whether it will sway them, only time will tell.... we are not going to give Brooklands up without a fight, as of now the drivers of the other two vehicles have not yet come forward.....that I think speaks volumes.

- I would like to Thank everyone involved in making this day a great day out (normally).....











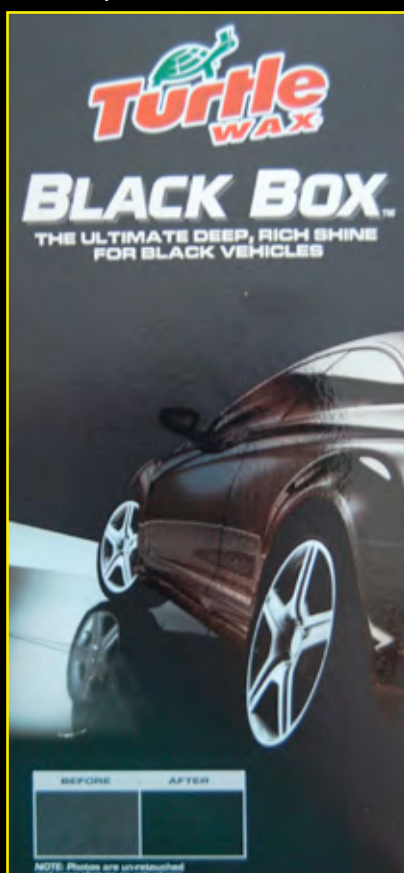


Down Time

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 I'm going to review a product called Black Box by Turtle Wax. Now polishing your car is something some people do with OCD precision or others never even contemplate. I camped next to a Swedish guy at the Big Meet in Vasteras who had a Camaro - he would not even open the door unless he had latex gloves on; on the other hand if you've got a nice patina just Gibbs it and forget it. Personally I'm in the middle - I'll give it a good clean if I'm going to a show but for the rest of the time it can stay as is. So, for those of you not depressed at the thought of expending elbow grease for a couple of hours would I recommend this product? Well first off this is only applicable for those of you with black cars, so that's probably halved the readership of this piece!



The Black Box costs over £20 and this is what you get: a pad applicator, some microfiber cloths, a black gel paint cleaner, a detailer spray and black carnauba wax.

First I just cleaned and leathered the Challenger dry, then applied the paint cleaner. In the pictures I left the mid section as it was before any cleaning; the wing was just leathered and left for comparison and the door got the black box treatment. The paint cleaner soon goes hazy and gets buffed off. Then





spray on the detailer and wipe off thoroughly. Finally apply the wax, allow to dry to a haze then buff off. So there's of visits to the same panel, a few cloths required and a fair bit of time.

Did it give a mirror finish? Was it worth the effort? Yes and no are the answers for me. Here's a shot I took along my side showing the reflection of Andy's Challenger (detailed in the A38 Diner write up in this issue).....my car was shiny clean alright, but it wasn't by the time I got home!

Overall I think I'd get the same effect with a clean and normal polish, plus you don't get many applications from what's in the black box on a car this size. So it does what it says but it's not good value for money in my book.





MEMBERS MOPAR II

CHRIS BALL
1971 DODGE DART SWINGER

I've been a member of a MMA for about 6 months or so now, and the first thing I did as a member was buy a car off the forum. I'd been looking for some sort of yank motor for a while, and working on a budget I was quite open minded as to what. I was browsing the for sale section on the forum when I spotted the Dart. I immediately signed up and contacted Mal (Budgie) and arranged to view. It was only around 20 minutes from where I live, so over I went, and proceeded to buy it.

The car is a 1971 Dodge Dart Swinger 318, and my first American, and I also own a 1970 Triumph Herald. So there's a bit of a learning curve in terms of driving. The Dart was built and lived in California, with a massive options list, which I discovered when looking through the paperwork I got with the car. Originally white, with a white interior and black vinyl roof, she now is Plum Crazy purple with a black interior. Some of the options include an Auto box, GT interior, vinyl roof, remote mirror, aircon and tinted glass and was ordered by a lady in Southern California, trading in her 67 Chevy Impala as part ex. I have some stunning paperwork with the car, such as the original bill of sale and order from the customer. Also is a sheet detailing the options and shows the car as being sold to the dealership.

There are no major plans at the moment, just a couple of minor jobs to do, but maybe I'll consider doing a few bits in the next couple of years when I'm used to her, and when my insurance goes down a bit, still only 23 so have plenty of time!

Looking to get to a couple of shows this year, not too far from Shakey, so hopefully should be able to get down there soon. It's been a steep learning curve owning a Mopar, but everyone has been friendly and helpful and I'm loving it so far!







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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:

Sywell Classic: Pistons & Props:
27th and 28th September 2014 at Sywell Aerodrome

The Restoration Show:
26th October 2014 at Stoneleigh Park

• Santa Pod Raceway Upcoming Dates:

• AUGUST

• *Fri 1st, Sat 2nd, Sun 3rd*

• **USC** (Ultimate Street Car) – Europe's fastest, hottest, largest and loudest performance and modified car festival featuring rounds of FWD Drag Series and Jap Drag Series with open RWYB track sessions, Show n Shine, car clubs, drifting, off-track entertainment, trade village, live music and more. www.ultimatestreetcar.com

• *Sat 9th*

• **RUN WHAT YA BRUNG**

• Public Track Day www.rwyb.com

• *Sun 10th*

• **MINI IN THE PARK**

• Bringing together thousands of classic Mini and new Mini owners to celebrate the most iconic British Car. Also including mini RWYB, huge trade village, club stands, concours, Jet Car and Live Action Arena. www.miniinthepark.co.uk

• *Sat 16th*

• **RUN WHAT YA BRUNG**

• Public Track Day www.rwyb.com

• *Sun 17th*

• **MONSTER TRUCK NATIONALS**

• Monster Truck Showdowns and Freestyle action! Wrestling and motorcycle stunts plus 260mph Jet Car, RWYB and rounds of FWD and Jap Drag Series. www.monstertrucknationals.co.uk

• *Wed 20th*

• **JUNIOR DRAG RACING FUN DAY** in association with Alamo Rent a Car.

• FREE spectator admission! A fun family day out showcasing junior drag racers aged 8 to 17 years old. Kids' activities and sideshows plus static car displays, monster truck demo and rides. www.santapod.com

• *Wed 27th*

• **DRIFT WHAT YA BRUNG**

• www.dwyb.com

• *Fri 29th, Sat 30th, Sun 31st*

• **VW ACTION**

• All things VW with Racing, RWYB for VW's & vehicles with slicks, Show 'n' Shine, trade village and evening family entertainment. Testing for FIA Championships welcome. Info (01279 725252) www.vwaction.co.uk

• SEPTEMBER

• *Weds 3rd*

• **PRO PEAK PERFORMANCE TEST & TUNE DAY**

• Only open to racers entered into the FIA Championship event. www.rwyb.com

EVENTS



SEPTEMBER (continued)

Thurs 4th, Fri 5th, Sat 6th, Sun 7th

FIA EUROPEAN DRAG RACING CHAMPIONSHIPS inc FIM DRAG BIKES.

Final Round. – The Championship finals event attracting over 250 of Europe's top drag racing teams including 300mph Top Fuel Dragsters, 200mph Drag Bikes and over 10 supporting classes. Jet Cars, stunts, air displays, monster trucks, traders, sideshows and Live Action Arena family entertainment. www.santapod.com

Sun 14th

RUN WHAT YA BRUNG

Public Track Day www.rwyb.com

Fri 19th

PEAK PERFORMANCE TEST & TUNE DAY

Open test day with fully prepped track and maximum track time for all serious enthusiasts. www.rwyb.com

Sat 20th, Sun 21st

NATIONAL FINALS

National Drag Racing Championship Finals headlined by MSA 200mph Pro Mods, Drag Bikes, Nostalgia classes and the Jet Car. www.santapod.comwww.santapod.com

Wed 24th

DRIFT WHAT YA BRUNG

www.dwyb.com

Sat 27th

SATURDAY NIGHT SPECIAL

Run What Ya Brung till late. Track open from 9am-8pm and camping. www.rwyb.com

Sun 28th

BMW SHOW

Featuring modern, classic and modified BMWs including the new mini! BMW only RWYB with Show 'n' Shine, clubs, off track entertainment, traders and more. www.bmwshow.co.uk

OCTOBER

Sat 4th

RUN WHAT YA BRUNG

Public Track Day www.rwyb.com

Sun 5th

GTI FESTIVAL

RWYB event for water-cooled VWs with Show 'n' Shine, car clubs, auto jumble and more. Info (01279 725252) www.vwaction.co.uk

Sat 11th

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



The 21st Mopar Euro Nationals 2014

Facebook.com/MoparEuroNationals
@MoparEuroNats

SANTA POD RACEWAY, ENGLAND

25 / 26 / 27th July 2014

The biggest muscle car door slammer event in Europe. All American classics, Modified & muscle cars and trucks + American car clubs welcome

INFO

See website for info & pre entry to race classes: www.mopareuronats.com
Racing – Tim 01142 485 655
General – Tony 01730 268 375
Auto traders welcome



MSA **PRO-MOD** Championship Round 4 / **Nitrous Oxide Supplies** sponsored racing classes / **Adrian Flux** Best in Show / **UK Top Sportsman** / Classic American Car of the Year Heat / Collectors T-Shirt / New cruise to **Billing Mill Fayre & Square** NN3 9EX / Modern Muscle Thrash / Show n' Shine & Racing Trophies / Licensed Bar & Showers / **Fireworks** Extravaganza / **Burn Out Contest** / Run What Ya Brung / Traders Village / Blast down the ¼ mile strip

TICKETS

Bookings: 01234 782828 or www.santapod.co.uk/e_mopar
3 Day weekend gate: **£45** (Car club/Advance discount **£40**)
1 Day Gate: **£23** (Car clubs/Advance discount **£21**) No daily gate Fri
Gates open Fri 9am Event close: Sun 5pm (clear site by 6pm)
Accompanied under 16s go free
Free camping with weekend ticket

TRACK

Signing on: **FRI £20 // SAT £30 // SUN £25**
Unlimited runs
Opens: Fri 12-7pm / Sat 10am-8pm / Sun 10am-5pm
½ hour lunch Sat + Sun. ½ teabreak Sat
Crash helmet, driving licence and long sleeves required
Cars must be roadworthy



FRIDAY

Best rock covers in the Fuelers bar from

ROCK OF AGES
(Entertainment from 8pm)

Huge Muscle Car Cruise to:
Billing Mill Fayre & Square
TOP SPORTSMAN HEATS

SATURDAY

In Fuelers Bar experience the

KARMA HEART
+Support Band
Spitfire Flypast
PRO MOD
Fireworks!!

SUNDAY

The Incredible

Burn Out Contest!

Climax to round 4 of MSA Championship

PRO MOD

Final Round of

TOP SPORTSMAN
Massive Show n' Shine

NO open wheel dragsters & NO fwd hot hatches. NO animals will be admitted to Raceway. NO glass bottles.

ABSOLUTELY NO powered off road bikes, go-peds, quads or similar for getting about raceway!

No filming for commercial purposes unless agreed with the organisers. Advertised events may be subject to change beyond the organisers' control.

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.

