

I connected

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Issue 71

In this Seasonal Issue...

2013 Review of the Year

including...

the Nats...

Shaky...

Leysdown...

Brooklands...

and Goodwood



Plus... Carrington's travels, Down Time and more

Review of the Year 2013

p17

REGULARS:

Ed Speak	3
Chairman	4
Members Mopar	5
Junior Page	6
Contact Details	37
Events	38
MMA Shop	40



P5: Members Mopar



P6: Junior Page



P8: Carrington's Travels



P10: Goodwood Revival



P13: Shakespeare County Raceway



P15: Down Time



P17: Review of the Year



P40: MMA Shop

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



Welcome to Issue 71 of 'Connected'.

Welcome to the final issue of 2013 and also the final issue with Ivor at the helm of the MMA. Like many I was surprised to hear that the Wingco was moving on and I'd like to take this opportunity to thank him for his encouragement and support when I daftly thought about filling the editor vacancy. Anything involved in participating with a club takes time and commitment so thanks for putting yours in Ivor and I look forward to seeing you behind the wheel in 2014.

In this issue I have tried to do the first 'Review of the year' to illustrate what a wide range of events there are. Living in Cornwall everywhere is a trek and I don't get to many shows so I really appreciate all the contributors (Adam, Dave, Rob, Stu, Guy, Derek and Si) giving permission to use their photos and/or taking the time to send me a few words. For me this issue typifies what a good car club mag is about – lots of members chipping in. Also it just shows there are plenty of chances to see Mopars and some other really interesting cars and exhibits around the country. If you like this review idea we will try to do the same next year so bear it in mind when you go to events.

Thanks also to Simon Feaver and Anna Laviola Milo for their photos and write up of their experience of the Moparnats – some really great shots there. Talking of the Nats Helen Todd from Quartermilehigh has sent me this image and text about the 2013 Mopar EuroNats DVD:

"Europe's top muscle car event just gets bigger and better every year, and this, the 20th anniversary was a biggie. Kicking things off in style for 2013 was the all new cruise from Santa Pod to Ken's Diner. So many cars took part, the main road looked like a scene from the 60's or 70s. Then it



was back to Santa Pod for a further two days of action on and off the track. Featuring loads of Run What Ya Brung muscle cars, Pro Modified demo runs, Gasser Circus, the burnout competition, and of course, the gleaming show-car corral. www.quartermilehigh.com"

Other pieces this month include info from Jeremy Cookson of Shakespeare County Raceway, looking forward to 2014, and the Down Time slot which gives my views on using an action video on my car – hopefully of some use to anyone thinking of getting one. There's another selection from Kev Carrington's Travels and a Goodwood Revival feature from Alan Letts. Many thanks gentlemen for your continued regular support of Connected. The Goodwood connection continues with Josh's Junior Page about his racing experience on the famous track. Talking of the Junior Page, here are the answers to the competition in the last issue.

Answers from the Competition in Issue 70:

1. CLUE: High impact Mopar colour
LAZY CRUMP = Plum Crazy
2. CLUE: Mopar A body model
IDE GET GRAND SWORD = Dodge Dart Swinger
3. CLUE: Street racing film
BLOWN PACKET A LOT = Two Lane Blacktop
4. CLUE: Mopar Euronats 2013 Award winner
MAP IN SWEET = Pete Wiseman
5. CLUE: Helps keep you stable
BOO SIR RANT = Torsion bar
6. CLUE: Famous Mopar race driver
HID TYPE R CART = Richard Petty
7. CLUE: Go the distance
MR REAL QUIET = Quarter mile
8. CLUE: Furious character
ONE PRAM RACE = Roman Pearce

Congrats to Dave Tildesley who won the muscle cars DVD – it'll sure be more entertaining than watching the Christmas repeats on TV!

By the way I really need more Member's Mopars please. It doesn't matter what car you have or what state it's in just send me a small write up about the car and some images and get it featured. And if you have anything else you think would make interesting reading please contact me via the editor email.

Have a great Christmas and all the best for 2014.

Safe journeys,
Simon Fann
(Gas for GOSH)
Editor

CHAIRMAN



New Chairman Wanted

We are now on the lookout for a new Chairman to start in the new year.

Being Chairman of the MMA is not an onerous task and the committee is always open to new ideas, so don't be shy, put your name forward!

Or come to that, put someone else forward who you think would do a great job as Chairman...there are some cracking members out there and some that don't have a huge restoration project on or the stress of running their own business, so step right up and drop me or Matt

- Hollingsworth a line, or give us a ring, our details are in the back of Connected and we can give you the low down on what the role consists of.

- All you need is enthusiasm, a bit of common sense (amazing I've got away with it so long!) a bit of space to store the Club marquee and boxes of MMA stuff and be available at as many events as you can manage, the two big ones being the Mopar Euronats and the NEC Classic Car show, but there's always help available, you won't be left on your own.

- Go on, do it now, email me on chairman@moparuk.com or Matt on vehicleregister@moparuk.com and let's get the MMA into overdrive!



Members Mopar

1967 Plymouth GTX - Graham Martin

Here are a few pics of my new car a 1967 GTX that I'm sure you know as it was built by one of your members Dave Mcsherry.

Since owning a 66 GTO when I was 21 I have been hooked on 60s muscle cars but always wanted a 68 charger and a 71 was as close as I got. Due to family problems the cars had to go and now 20 years on I have finally got to own this stunning car. The car was featured in classic American magazine Oct 2012. It started life as a Satellite and was made into a GTX apart from the motor which is a 383 not 440.

The body was very solid only needing a small repair in the boot and two lower rear quarters; the engine bay has been stitch welded, the motor has stock internals with edelbrock high rise intake topped with holly 750 double pumper, 440 fuel pump, hooker headers, uprated rad, 727 torqueflight with B&M pro shifter and electric line locks.

My plans for now are to finish off all the bits that never got finished like the heater, some of the chrome trim. I had a brakes issue that should be sorted next week (servo not got enough vacuum) then I will tackle the temp and fuel gauge problems - you can only have one working at a time and they tell lies. As I said it's taken me 20 years to get here and at the moment I don't think I will be doing any racing but never say never, I just want a clean good looking



motor that can be used and is not a show car and I intend to get out at every possible chance.

So far it's only been out and about locally due to lack of brakes but I will be a regular at the Ace Cafe for hot rod night and at the Chelsea cruise until the shows start up again next year. Can't wait!



JUNIOR PAGE



Racing at Goodwood - Words and photos by Josh Fann
Editor's note: being a bit occupied by GCSEs Josh's contribution this issue is by way of a post race pit lane interview with him. In the last issue he wrote about the qualifying races in Formula 24 which saw Penair School's Raptor Fusion car qualify 4th on the grid for the four hour UK national final at Goodwood in October.

Ed: So Josh how did the team prepare for the race?

J: We were really pleased to qualify fourth as that was the position we finished in the final last year when we started 17th. So we were hoping for a podium place. We changed the gearing on the car after the last qualifier as we knew the top two cars were lapping faster. The gearing changes meant we had a car that could exceed 50mph which some adults (and I think Greenpower staff too) thought was getting too fast.

Ed: What about practice on the day?

J: I was in the pit crew for this race as the five drivers we were using were mostly in their last year. We really worked on our driver and battery change routines and went through the race tactics of how long each driver would have, what telemetry was crucial and where the speed traps were in the pits.

Ed: So how did it work out in the race?

J: Not so good really. We started off ok but still could not lap at the pace of the top two cars. Then disaster. We did not call a driver in on time and the batteries really died on the extra lap of the Goodwood circuit. We cannot recover a broken down vehicle ourselves, we have to wait for the Greenpower or circuit safety staff to tow the car in to the pits. It took them ages to bring it round. Then we had a second problem with the car being driven in the wrong gear. It caused a fault just past the pit point...we could



see the car but could not go out to recover it. This second lengthy wait for the recovery team meant we lost 30 minutes from the 4 hour race and we had no hope of being competitive.

Ed: Any bright side?

J: Our last driver got back in the race with 30 minutes left and ripped through the field, taking 10 places and getting us up into 9th place on the day. So the car could have been competitive for the third spot we feel, if we had been on the track all the time.

Ed: So what lessons have you learnt as a racing team?

J: Firstly that a car that was good last year doesn't stay good: we should have really done more to maintain and improve and test the car after last year's final. That would have prevented one of the problems. Secondly, our race strategy – we need to make sure we never repeat the lost time by staying out one lap too late. Third, power to weight issues – the top car is way heavier than ours but much faster on the same engine and battery rules. Lastly, we have to do more development – the rules are changing next year as Greenpower are, we think, concerned about the speed of the cars now. The top teams are meeting the endurance and energy efficiency aims of the project and are now adding in extra speed. So the rules are changing and we need to be thinking how we can increase energy harvesting if the rules allow it. Back to the drawing board!

Ed: So did anything else catch your eye here at Goodwood?

J: Yep there was a pretty tough looking Ram which was the only Mopar here. The blue Tesla Roadster looked pretty cool. Apparently it has a crazily fast 0-60 time being so light and the range is reasonable but the charging time is slow and at £80-£100,000 for a used one it just shows the electric technology is not quite there yet.



Final words left to Josh: hope you don't mind me having a page...I want to encourage other young people to write for the Junior Page next year so if you're interested contact my Dad. Also here's a bit of Christmas fun.... Mike (Mad Machs) has the "Frankenstang" as it has bits from here and there. I like lots of cars and I thought what would happen if you took the bonnet off one or added the lights off another, so here's some cut and paste pictures showing what might happen! Not a competition but how many makes/models can you spot?

Happy Christmas

Josh



Carrington's Travels

Australian Classic Car Rally



Mornington, Victoria, Australia **20th Jan 2013**

G'Day folks,

The show featured this month is the 'Australian Classic Car Rally' event held in Mornington, Victoria, Australia. This was the height of the Australian summer and the weather was gorgeous.

I wasn't too sure what to expect because I am not a true 'classic car' nut, but I do love all things automotive. As you probably guessed I am a Mopar fan, and an American Car fan, and I love fast Jap stuff, but I decided to do the 60 minute drive and take a look.

From a volume and mix perspective I could not complain, it would have been easier to list what wasn't there, rather than what was! Tons of classic English stuff, plus Mercs, Audi's, Porsche's, Aussie classics like Holdens & Ford Falcon's and some really wild race cars to mention just a few.

I am not sure how many of the 299 pics will make it into the magazine but I will upload to the forum when I have time. I will talk about a few that stood out for me, Mopar's first! I think my favourite at this show was the Grey Valiant (circa 68?) with the VALARY number plate, or 'Rego' as the locals say.

• The Black Valiant with the slot mags was a cool car, a '65 I think. I liked the Red Dodge Polara, a bit 'quirky' and being a 4-door made it more so. The two white earlier Valiant's were very clean and finished to a high standard, as many cars are over here.

• I love the late 60's / early 70's Falcons are there were a few really nice examples of these, and also a few tasty Mustangs. Enjoy the pics. Bye for now!

• *Kev Carrington*







Goodwood Revival 2013

Words and photos by Alan Letts

Normally I'd start this piece by talking about how I got up early on the Friday, pulled on some vintage clothing, pulled the cover off the Plymouth and set out in the September sun for three days of nostalgia.

Sadly, this year wasn't quite like that. The early bit was there, but the Plymouth stayed in the garage. Some years it's been hot, some years it's been just mild, this year it was mainly wet and chilly.

On checking out the classic car park, I noticed that there were others like me that didn't fancy taking their pride and joy into a muddy field. There were about half the number of classics compared to previous years.

Still, despite all that it was a fantastic event. For me the Festival of Speed has lost some appeal since NASCAR veterans like Junior Johnson no longer appear. The Revival always serves up something new and unexpected.

This year in the Earls Court Motor Show Aston Martin had brought along the James Bond, Goldfinger, replica they created for Skyfall. You could have your photo taken, for free, on the Ford set. They always have a period jukebox playing 60's hits to complete the scene.

On the Friday, Lufthansa flew in a Junkers JU52, this is the three engined transport plane of the type, that was used for paratroop duties in WW2.

Also in the skies, Spitfires, Hurricanes & P51 Mustangs performed displays. Unfortunately the weather prohibited

the Battle of Britain Lancaster from displaying to mark the 70th anniversary of the Dambusters raid.

On track there was plenty of historic racing. This year it was the turn of the pre '66 touring cars to race on both days. This is the series we're involved in, so it was good to catch up with some friends just a few days after we'd all been racing at Paul Ricard. I didn't envy the guys that had left Paul Ricard on the Sunday, prepped the car, and had it at Goodwood for the Thursday!

The pre'66 saw a close battle on both days between two 1963 Ford Galaxies and a '65 Alfa Romeo. The Alfa, being nimbler, had the advantage through the corners, and the Galaxies using their 427 cu. Inches to come back by on the straights.

Another highlight was the all Ford GT40 race. To see, and hear, these million pound cars take off together was quite something.

Lastly, the outside of the track displays didn't disappoint, with Tesco's again building their 1960's supermarket, and stocking it with 60's stuff I use to love as a child. The funfair and the Shepherd Neame beer tent kept us entertained until around 11. Then it was time to head through the mud to find the daily driver, slither home, and repeat for the next two days.

It's Superb. If you haven't been maybe the photos will inspire you to go next year. You won't be bored for sure.







2014 AT SHAKESPEARE COUNTY RACEWAY

After forty years of full throttle motorsport, Stratford-Upon-Avon's quaintly named Shakespeare County Raceway situated 6 miles south at Long Marston Airfield, have announced their 2014 programme of major league drag racing championships, lifestyle shows and 'have a go' Run What Ya Brung weekends which, they hope will be enough to wet anyone's appetite for speed and excitement over the quarter mile drag!

The often miss quoted term 'Run What Ya Brung' means just that! As long as your vehicle is road worthy, passes scrutineering for safety, and provided you bring along a crash helmet and a full driving licence then you can race it against the clock or any of the on track competitions such as the ET Bracket Gamblers.

After every run you'll receive your own personal performance printout, and maybe at the end of the day a trophy for being the quickest and fastest driver of the day! These events are tailor made for any performance fan. After all dyno's can give you figures, but the overall sensation of the quarter mile drag can bring you so much more!

- The 2014 season kicks off with two Run What Ya Brungs in March (29th/30th) and April (12th/13th) before the track really gets turned loose for a round of the UK National Championships; the Springspeed Nationals in May and the August Bank Holiday Open Sport Nationals where the real heavy hitters of British and European drag world are expected to pound the pavement!

- The first in the raceway's series of nostalgic lifestyle events over the May 24th/26th Bank Holiday is Yanks; a three day celebration of American muscle cars, bikes, and trucks supported by the National Association of Street Clubs. Highlights include the 37th annual running of a long established hot rodding get together Gary's Picnic as well as a 400 mile UK based Power Tour road trip for British and American tin starting in Sussex at the newly named Southern Counties Raceway before stopping over at Shakespeare County on Sunday and ending up in the Pennines in South Yorkshire at York Raceway on Monday. Should be quite a thrill!

- Open to any vehicle up to 1972, the 21st annual Nostalgia Nationals together with the Original Hot Rod Drags caters



24th/26th May 2014

AKRON ARLEN TEGS

Shakespeare COUNTY RACEWAY

40 years of Drag Racing

www.shakespearecountyraceway.com



for both British, European, and of course American rods and customs. Spanning over two decades and supported by the National Street Rod Association, both events not only provide the UK's thriving nostalgic motor sporting generation with plenty of high octane entertainment, but also recreates the golden days of UK drag racing as well as bringing history making cars and motorcycles from the sixties and the seventies back to life!

Car clubs are actively encouraged to spend a day or weekend at any of the Warwickshire based RWYB Public Track Day's either as a national or regional event at a fraction of the cost of hiring a circuit venue. On site

- parking, track competitions, even show n shine areas can
- be arranged. For further information about Shakespeare
- County Raceway call 01789 720180 or stop by the Events
- page at www.shakespearecountyraceway.com. Hopefully
- we'll see you strip side!

- *Jeremy Cookson*
- *Marketing, Promotions & Club Liaison*
- *Shakespeare County Raceway*
- *Long Marston Airfield*
- *Tel: 01789 720180 (Raceway Office)*
- *E-Mail: enquiries@shakespearecountyraceway.co.uk*
- *Web: www.shakespearecountyraceway.co.uk*



Down Time

Action video camera review – 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!

Still not sure what you want for Christmas? I bought a Panasonic action video camera before we went to the Euronats at Santa Pod so for this issue I'm going to let you know how we got on with it.

THE KIT... for about £100 you get the Panasonic action camera, some sticky pads and lots of different types of clips (see photo). The suction mount was not included and cost £10 extra. We weren't going to get a new Go Pro Hero for that amount of money and the reviews were ok. I reckoned that the suction mount was not to be trusted by itself after reading about one person who said it blew off the bonnet at 70mph the first time he used it. But the rest



of the clips and cord will fit a bike helmet easy. We also tried the suction mount on the dash and not surprisingly it wouldn't stick there either.

HOW IT WORKS... press and hold the top button nearest the lens til the camera vibrates, then slide the larger top button forward to record (see photo). If you want it to record time lapse still photos then don't press down the first button for so long....you can then feel the camera pulse every few seconds as it takes a shot. You can change the functions by taking off the cap on the end and switching from high definition to normal or plugging in a mini USB connector and changing the frame rate for the still shots (every 5 seconds, 10 seconds etc). It has one set wide angle lens and an internal mic. So there aren't many controls or options really.

WHAT WE DID... we put it in five different positions on the Mustang: 1) front grille 2) on the dash 3) on the bonnet 4) wedged in the passenger head rest 5) helmet cam. The front grill worked really well as you got a wide open shot of the road and everything around you. As said above the

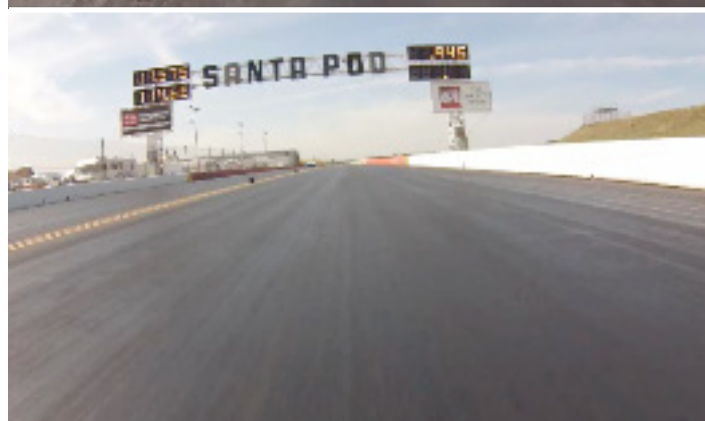
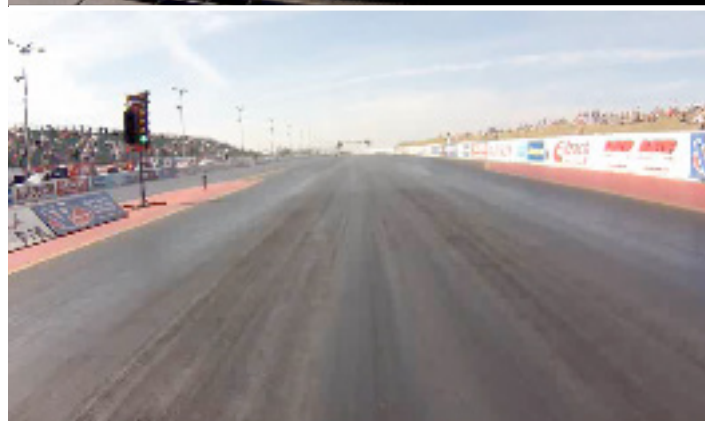
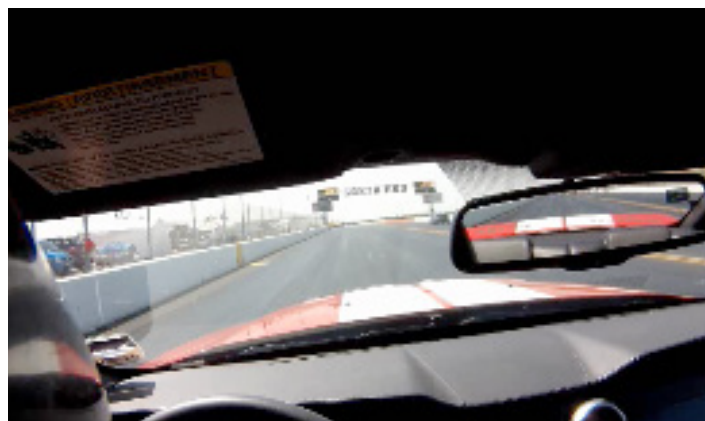
suction was not trusted so we slotted the camera on to the mount and then cable tied the mount to the grille in two places. It held really well and the mic picked up the engine noise and supercharger whine superbly. (See photo on the strip by Blackett Photography - previous page)

Mounting it on the dash worked well too. You can see the white stripes and the bonnet in these shots. Because the suction would not grip the dash at all we used gaffer tape to hold it still. On the bonnet was useless. The Shelby has air vents on the bonnet which made it easy to cable tie the camera, without mount, on to the plastic vents. I thought this would be a good position but it came out really badly on the video. The angle over the bonnet made it look like it was dented and the wind noise was massive...it totally overrode the engine or supercharger. Wedging the camera in the headrest was also disappointing. The view was not as good as the dash cam and the mic just picked up lots of friction noise as the camera must have been rubbing against the material. Helmet cam was excellent; I just gaffered it to the side of the old school open face helmet I had and made sure he looked around a bit to get different angles. I even tried to give a commentary on one run but being a bloke I couldn't do two things at once and ran slow and then stuck some Jeff Healey guitar over that run when I edited it. So grille, dash and helmet were the best by far. You can easily take a freeze frame from the video footage so here's a range of stills taken from a couple of runs to give you an idea.

WHAT'S GOOD... it's small, light, hasn't many controls, seems robust, cheaper than some and did the job.

WHAT'S NOT SO GOOD... the mic picked up the engine well on the grille, but don't think it will be as good quality as a proper video camera. I used it to record my teenage kids playing a gig at a party: it picked up my daughter's vocals and Josh's acoustic guitar ok, but when Josh swapped to drums and I jumped in with the electric guitar the bass drum just killed anything else. So the mic doesn't do music well. I know people will use this for snorkelling, skiing and cars but I'm just saying I don't rate the mic. Also although it seems easy to use, sometimes you're not sure if you pressed the button long enough to record photos or video and because there is no screen on it you won't know until you download the footage whether you really got it. Also it has frozen, which is what one of the reviewers found too. To unfreeze it you have to leave it on until the battery dies then connect it to the PC to recharge and it will work fine. But that doesn't help when you've lost footage.

So, in conclusion, would I put one on my Christmas list? Well I've never tried a go-pro for comparison but I would say if, like us, you're not going to use it that much, you don't really care if it does get mashed and you don't want to pay for a better model, then it's fine but limited.



Review of the Year 2013

Words and photos by everyone!

Ed – I think it's fantastic that so many MMA people have agreed to write a paragraph and allow Connected to use their photos. Thanks to you all for giving everyone an insight into some of the great events going on throughout the year up and down the country.





The Mopar Euro Nationals

Words and photos by Anna Laviola Milo

The 20th Mopar Euro Nationals 2013 was my fourth experience in attending an American muscle and classic car event - but it was certainly and most definitely the biggest Mopar and Classic car event I have ever experienced.

I remember just before arriving and being only a few miles from the gates, I knew we were getting closer as I kept spotting more and more tow trucks carrying muscle cars down the country lane. Before I knew it, I felt like I was a minority on the road in a bubbly blue Rover 25. Upon arrival, we were presented and greeted with big smiles, a key ring and pen, a bin bag and a flyer, where we then made our way through the campsites. The sun was beating down and people were either pitching tents, chilling by their tents or exploring the site. First thing I heard, and the first thing you are bound to hear in the morning as I became accustomed with, are either birds (not of the 'winged super'

• variety) or engines from all sorts of American rides, either
 • idling, burbling across the campsite or roaring down the
 • quarter mile drag strip. And if you listened in close enough,
 • you can just make out the echo of the commentator
 • greeting everyone; the participants, those making their way
 • onto the stands and even giving an overview on what's
 • happening across the site itself.

• Anyway, in the time it had taken the two of us to pitch up a
 • pop-up tent, the campsite had packed in. It almost became
 • a mini neighbour-hood where you'd have your tent, with
 • not much care as to how much space you'd have around
 • it, and then there was your pride and joy, parked up nicely
 • just beside your tent with enough space for someone like
 • me to walk around and glorify it. Throughout the whole
 • weekend I carried my camera by my side, taking snaps of
 • anything that caught my eye, which pretty much became
 • everything. The only thing that stopped me in my path was



there really wasn't enough time to capture everything, even if my battery did last longer. Throughout the three days there, I felt like a kid in a big sweet shop. Wanting to go everywhere, I wish I could've been in two places at once! The only way I could describe my experience is it was like the American Speed Fest at Brands Hatch and Mopar Muscle at Brooklands had teamed up in one mass.

Not to mention that the sunny weather from Brooklands had followed suit too, despite there being a heavy downpour on Saturday, this hadn't stopped Santa Pod pursuing onwards through till Sunday. And with the sun being at its best from Friday through till Saturday afternoon, this gave me endless photography opportunities. But with that in mind, as a photography enthusiast seeing all these cars gleaming under the sun's haze, and with my tail wagging ferociously at all these given chances presented before me, being timid and shy can have its set-backs. I felt like paparazzi waiting for my chance to take a snap, forming my own tactic of making my move without anyone staring or wondering what I'm doing. Effectively, I was able to spend as much time as I had wanted on each car I had encountered. For me, eventually, it wasn't just solely about the cars, it was also about taking my photography and skills further, using my camera and my lens to its full advantage, as after the first few shots I had learnt that every car had to be approached in a new light in order to capture its aesthetics; its characteristics, its style, its statement, its presence as a whole, which is primarily why I fell for these cars in the first place, and hearing those rumbling Engines was a bonus.

So, with the given time of three days and tonnes of cars, if I have taken a shot of your car without your consent, I apologise and I thank you! My time spent with your car in your absence really was a pleasure, indescribably.

You might ask 'how did a photography-enthusiast with a love for classic and muscle cars get here?'

My first encounter with a roaring engine growing up was a 1975 jet black Chevrolet Corvette belonging to a neighbour; just by hearing that engine you wouldn't even have to leave your seat to know it was him – not that it ever stopped me from tiptoeing out the window. And then there was the well renowned sentient 1957 Plymouth Fury starring in John Carpenter's thriller movie, the adaptation of Stephen King's novel 'Christine'. Even now with so much pent up desire, 17 years after and nearly 25 years old, I still hesitate to step into a classic. With that being said, from a young age I've always had a keen interest and an appreciation for the American cars but I was never surrounded by anyone who could bring me closer. It was only till I met a fellow Moparian, Sam Caiger, who had realised my interest, invited me (...and I invited my camera) along to the 39th Annual Wheels day held at Rushmore Arena, Aldershot, earlier this year. This was my first experience in witnessing that muscle and classic cars still existed, that events like these were even held purely for these cars to be adored. And I can say that it was this notion alone, knowing that these cars still exist, is what spurs me on to capture these great lumps. Adapting my appreciation of portrait photography, there's just as much, if not more character that comes with these cars and it brings me so much joy in knowing they still roam the streets, even if they're locked away just for personal appreciation or being prepped up and ready to be adored at events like these, just for people like me.







A Newbie at the Euronats

Words and photos Wills & Simon Feaver

Having been working on Connected magazine since 2006 producing the artwork and print, I can't believe that this years Euronats was my first Mopar event! I have always had an interest in American Muscle and have spent many a holiday in the USA snapping cool cars for my photo collection, some of which have appeared uncredited in the magazine to fill spare space.

Both my kids are interested in cars too and my youngest (Wills) came with me to Santa Pod while the other (James) was unfortunately working, much to his disgust. James is at college doing Graphic Design and his main interest is photography, so his absence allowed me to exit the house with his camera gear! Having looked at the weather forecast the night before, we were thinking that it was going to be a wash out and the day would be a disaster. We decided that an early start to get to Santa Pod, a half hour journey for us, would be the best option. We arrived at the 8am opening, that way we may get to see a couple of hours action before the rain started.

Having lived within an hour of Santa Pod for pretty much all of my life, this was only the second time I have ever been there and both were this year! Our previous visit was back in June for a scooter rally with my Vespa when Wills and I camped for the whole weekend. A vast difference in speed up the strip! I think that the place is so well organised and such a great facility, I really can't understand why I have never made the effort to go there before when it's right on my doorstep, but isn't that so often the way!





We saw plenty of Mopars on the way, but as probably most people were camping, it was quiet when we arrived on site, probably due to the beverages consumed the night before if our previous trip to Santa Pod was anything to go by! This gave us plenty of opportunity to park and wander around the site and get some snaps of cars before they all started to move around. The sun was shining, cars were gleaming and the sound of the V8's purring was pure heaven. We took to the grandstand to watch the strip start to come alive and the entertainment began. We managed to bump into Matt & Mandie Hollingsworth and Ivor along the way as well as a few other people that

I have known over the years that I didn't even realise owned Mopars!

The sun continued to shine all day and fortunately for us the weather people got it totally wrong in our favour for a change! A picnic that my wife

- had prepared for us was consumed and we even
- managed to catch the jet car which we had missed on our
- previous trip to Santa Pod due to technical problems. After
- a great day we decided to head off in the direction of Kens
- Diner to have our tea and discuss a great day.







Wings and wheels show, East Fortune Museum of flight, near Edinburgh, Scotland.

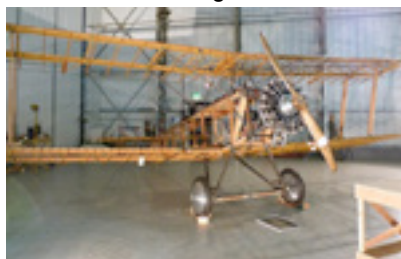
Words and photos by Dave Robson

Had a really good day at this show. Although the quality of the car show was poor the venue more than made up for it. Started with me and another C5 Corvette owner doing a 150 mile run up the A1 which, when done at 7 o'clock in the morning, is a damn fine drive anyway. Not much of it is dual carriageway once you are a bit North of Newcastle so driving up when there is little traffic about is the way to go.

We met another two Corvettes up there. A C5 convertible and a C6. East Fortune is not a bad little air museum and has some good examples of military and civil aircraft. There's loads of history about the airfield going back to WW1 plus airship stuff too as they parked (or whatever it is called) them there. An unexploded bomb dropped from a Zeppelin is also on display.

A jet powered aircraft performed aerobatics in the air twice during the day. Very low at times with the pilot waving at us from just above hanger height. The Army White Helmet boys put on a stunning display of motorcycle stunts twice too. There was so much stuff to do there I didn't get bored until nearly 4pm. Which is a record for me. The C6 had a dead battery when we came to go home. Previous owner had fitted a cheap one and it seems to have given up the ghost. We managed to source some jump leads though and he got home OK.

Coming home I drove further west to the Edinburgh by-pass and then down the start of the A68. Then turned south east on the A697 through Coldstream and Wooler. It has been maybe 20 years since I last did the full length of this road. I had forgotten how bloody good it is. Yes it probably added a half hour to my journey time home but it was more than worth it. There are some stunning bendy bits, amazing scenery, and some Roman straight bits where I hit high rpms in top gear



just because it was the middle of nowhere and I could. Very Happy! Home by 7:30pm. Twelve and a half hours of great fun. I highly recommend it for next year.



Goodwood Revival

Words and photos Adam Ford



A superb event, as always. Highlights included the biggest collection of Ford GT40s ever assembled, and most of them were racing. Some of them were displayed in front of a mock-up of the Le Mans garages of that era.

The 427 Galaxies did well in the St Mary's touring car races, Tom Kristensen winning the Saturday race in a red one, and Bill Shepherd the Sunday race, in his lightweight Holman Moody built car (the white one). However, a little Alfa won on aggregate, due to coming 2nd both days. Cracking stuff!



McLaren Employee Show

Words and photos Rob Lane

Got the call a few weeks ago from Mike Jones, asking whether we'd like to bring either or both of our cars to this year's McLaren Employee Motor Show, to be held on Aug 17th. Normally he has umpteen cars to choose from but this year a combination of holidays and cars being not quite ready, meant it was just down to me and Allkiller Steve to fly the Mopar flag. Well, it should have been two of us but Steve had a puncture on the way so didn't make it.

With both our cars up'n'running and the wife in-tow, I chose to take the Satty as it's a bit quieter than the Dodge plus we took the Dodge there last time we went 2 years ago. On that last visit, they had a 'no cameras' rule once inside the Technical Centre, but this year, they relaxed that rule so we were allowed to take pics of whatever was on view, from the concourse area. And they seemed to have a fair bit more on show this time, too. From Bruce McLaren's first race car the Austin 7 right up to Lewis Hamilton's F1 car from a year or two ago.

Outside the Tech Centre, in the car parks there was the usual eclectic mix of race and classic cars and bikes. No road-legal beds or sofas this time, but Edd China was there with the Lambo that they have recently completed for the new Wheeler Dealers series, starting on Sept 17th.

We also looked in on the Wall Of Death, something I'd never been into, although it's been at a few events we've been to over the last few years. Well worth the effort too. Not that there was any effort though, it was free! Amazing what they can do with those old Indian bikes and that lil'old single seater.

Anyhoo, enough waffle. Thanks again to Mike for the invite. Expecting one next year might be pushing my luck, but if the cars are available that he's got in mind, it should be an impressive line-up of Mopars



GARY'S PICNIC, SHAKESPEARE COUNTY RACEWAY



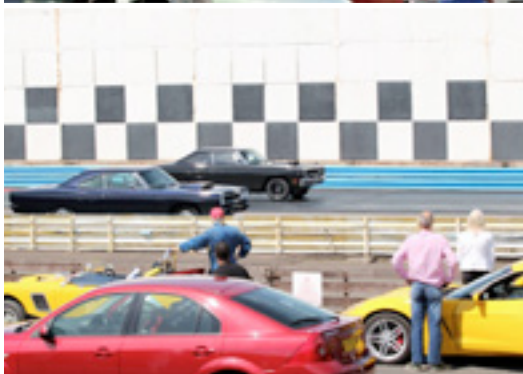
MAY 26TH 2013

Words and photos Guy Whitwam

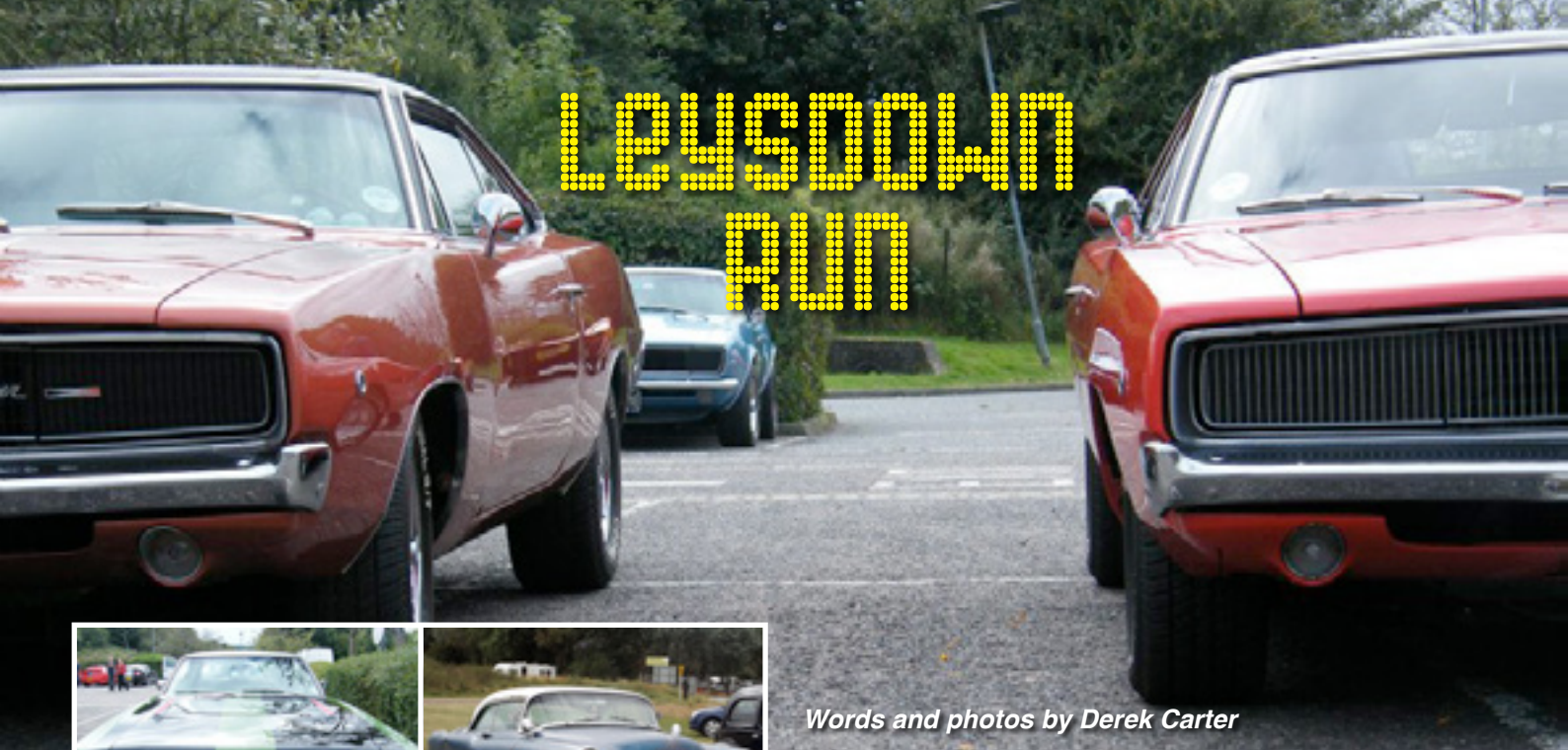
Here's a few pictures from the weekend. They are not in any order and there weren't many Mopars I'm afraid, possibly because there were lots of events on this weekend such as Brooklands, the main event, York Raceway and a big custom show at Peterborough.

Daft really as there's bugger all on the following weekend. Thanks to all of those that attended and made the weekend a good un

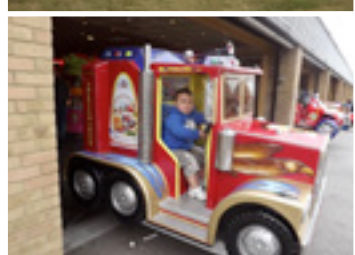
- No thanks to the T.I.T in the Vette who kept his foot in
- it and oiled the track from about the 100 foot mark right
- through to the first turn off. Good to see the chap that had
- a nasty tumble off his Super twin was not badly hurt on
- Sunday. Apart from a spectator needing the ambulance
- to take him to hospital on Saturday causing 90mins delay
- in racing (this happens at the Pod too) I can't think of too
- many other delays in proceedings.



LEYS DOWN RUN



Words and photos by Derek Carter



As usual our cruise started from Krispy Kreme, to Leys down-on-Sea, Isle of Sheppy. We headed down the A3, past Chessington World onto the M25 and stopping at the Clackett Lane Services, to meet up with a few others. Leaving there we headed down the M20/A249, where we are joined with a few members of BSRA.....quite a sight. Many people were taking pics as they passed. Trying to all stay together is quite a task !!!!!.



We rode slowly into the sea front (those who know this place know it basically has only one road, with a small roundabout at the bottom). By the time the first car was going round at the bottom people had come out of the arcades and were smiling and taking pics....they seemed to like the sound of V8s rumbling along the road. As the leading car got back up the top of the road, the cruise cars were still turning in, in fact the whole road was rumbling !!! Think we brought the place to life.....

Just along the top road, is a large parking/picnic area which is ideal for us all to park with ease. Here we got to have a chat with guys n gals who had come along, enjoy a picnic or pop to the local cafes for a bite to eat and just chill.

As usual the day was most enjoyable, and a success for me, and it seems, weather wise we picked the perfect day. One of the BSRA guys is trying to arrange an event at one of the holiday parks there, so as and when I hear anything I'll let you know.

A "Big Thank You" to all who came along for the ride, hope you had as good a day as we did. We plan on cruising there againAugust / September 2014, keep a look out for the date so you can join us.

Brooklands

Photos by Adam Ford

Here's some great shots by the ever reliable Adam. Looks like it was another great day out.







STARS AND STRIPES AT TATTON PARK CHESHIRE



Words and photos by Simon 'Charger' Gothard

6/7 JULY 2103

In its 25th year, the Stars & Stripes Classic American Car Show in Tatton Park, Cheshire was on the first weekend in July, the middle event of a handful of superb classic events organised by Cheshire Auto Promotions.

The great weather we enjoyed this summer meant an early start was necessary to beat the queues and secure a place on the field. I left home on Sunday morning at 07:45, met up with a few pals locally and headed down the Chester Road on the 11 mile run to Tatton Park.

There was about a dozen Mopars dotted around the field as well as other muscle cars, trucks and hot rods. Other attractions include the famous Wall of Death, trade stands, military vehicles, live band and wild west shoot-out. Now that last sentence doesn't do a lot for me, I tend to spend my day mooching round the cars and chatting to mates.

Another great show, the field was packed from mid-morning to late afternoon, assisted by blue skies all day.

Enjoy the pics:

<http://www.moparuk.com/forums/viewtopic.php?t=43906>

Organisers:

<http://www.cheshireautopromotions.co.uk/>

**2014 dates are confirmed as
Sat/Sun 5/6th July**







Halloween Burn Up Shakespeare County Raceway

These photos from the recent Halloween Bonfire Burn Up were taken by Dave Derry and supplied by Jeremy Cookson. Thanks to both for sharing them.





Putteridge Classic Car Show

Luton 29th September Stu Lane

This summer I took the Dodge to a few local shows, some of which were free and some were just a few quid per car. Which makes a pleasant change to the events that charge more for the 'show cars' than the public.

The 'Putteridgebury Classic & Sportscar show' was held in late September in the grounds of a country house / conference centre which has been the venue for the Corvette Nats over the last couple of years. The stand out vehicle for me this year was the black 1947 Dodge pickup shown here. Stunning paint, red leather interior, powered by a 318. I don't know much more about it but I was told the owner is a bodywork guy from Peterborough, runs a place called Dearing Classics (Bourne, Lincs) it would appear from the book in the truck. He did all the work himself from a basket case. Dean from Luton was there too in his super straight 383 '70 Coronet.



ACE CAFÉ MEET

4th September 2013 – Stu Lane

Early in September I went to the 'End of summer riot' at the Ace Café. Along with the 'Spring riot' held in May this is an evening not to be missed. This year I chickened out and went straight from work instead of taking one of the Mopars. Last year it took 2 hours to move 2 miles due to the A406 being closed. Maxie wasn't very happy. There's always some great cars, familiar faces and the obligatory misbehaviour after 10.30pm. Even without Adam & Alan. Apologies but I don't know anything about the '57 pictured here but the hood ornaments caught my eye. Imagine seeing that in the rear view mirror! Also there was Brian Hill in his '68 Coronet / Delorean. In this bare metal stage of it's 'rolling restoration' it's been to Vasteras and looks real solid. Not bad for a £1500 barn find eh?

If this Review inspires you to attend some of the shows in the Herts / Beds / N.London area here are the dates and the 2013 prices as a guide:

- 1st Sunday every month – The Goat Pub, Hertford Heath, Herts SG13 7RT. 10.30am onwards (free)
- 1st Wednesday in May – Ace Café. Spring Riot. 5pm onwards (free)
- 1st Wednesday in Sept. – Ace Café. End of Summer Riot. 5pm onwards (free)
- Mid May – Stanborough Park, Welwyn, Herts AL8 6DQ. Herts Classic Auto Show. (free)
- 1st weekend in May – Woburn Abbey, Beds, MK17 9WA. Beds Classic Car Show. (not cheap on the day but only a few quid if you pre-book).
- 1st or 2nd Wed in July – Luton Hoo, Beds LU1 4LF. (between Luton & Harpenden) Classics in the Walled Garden. 4pm onwards (£5 per car)
- 1st Saturday in August – Stotfold, Beds SG5 4DG. Classics on the Green. 3pm onwards (free)
- August Bank Holiday – Little Gransden Airfield. Cambs. SG19 3BP (between Bedford & Cambridge). Air & Car show. Show cars between 8-10am. £10 per car to Children in Need.
- 2nd weekend in September – Fairlands Valley Showground. Stevenage Herts SG2 8RH. A602's Autorama Customs & Hot Rods. 10am onwards (£3 per car)
- Last Sunday in September – Putteridgebury House & Gardens, Luton, Beds LU2 8LE. Putteridgebury Classics & Sportscars. 10am onwards (£4 per car)



CONTACTS



General information:

info@moparuk.com

The MMA Committee

Chairman - Vacant

Ivor Hawkins

Office - 01908 562828

Home - 01296 730462

Mobile - 07736 633640

E-mail - chairman@moparuk.com

4 St Paul's Court, Stony Stratford

Milton Keynes, Buckinghamshire

MK11 1LJ

Public Relations - Press enquiries

Derek Carter

Tel 020 8765 1381

E-mail - pr@moparuk.com

Connected Editor - Simon Fann

Mobile 07815 313905

editor@moparuk.com

Website Administration

Martin Walker

webadmin@moparuk.com

Membership Secretary / Treasurer

Mandie Hollingsworth

Tel 01462 814051

membership@moparuk.com

treasurer@moparuk.com

Vehicle Register - Matt

Hollingsworth

Tel 01462 814051

vehicleregister@moparuk.com

Honorary President and Valuations

Officer Tony Oksien

137 Borough Rd, Petersfield, Hants GU32 3LP

Tel 01730 268375

tonymopar@fsmail.net

Websites:

MMA - www.moparuk.com

Mopar Euronationals - www.mopareuronats.co.uk

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• Any changes to Area Rep details or meeting venues,
• please notify info@moparuk.com or pr@moparuk.com

Area Reps

Essex:

Trevor Dorrington

Tel: 01268 777269

Email: mopar@tesco.net

Herts & Beds:

Matt & Mandie Hollingsworth

(contact details on left)

Lincolnshire (South):

Steve Dixon

Tel: 01205 369 470

Middlesex/West London:

Pete Barton

Tel: 01895 442 455

North East:

Nigel Fleck

Tel: 07773 808 737

Email: nige1965@hotmail.co.uk

South London/Surrey:

Derek Carter

(contact details on left)

Sussex (East/West):

Adam Ford

Tel: 01273 512 079

(eves/weekends) Mob: 07702 530 501

Email: scatpack@dsl.pipex.com

West Midlands:

Guy Papworth

Tel: 01788 522 049

Westcountry (BA, BS, GL, SN & TA postcodes):

Chris Witor

Tel: 01749 678 152 (9 to 5) or 01749 670

529 (7-9pm), Mobile: 07974 606 229

Email: chris@chriswitor.com

EVENTS



Cruises & Regular Meets:

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

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

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

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

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

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

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

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

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

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

American Auto Mags North West at the Hollow Tree pub, Tarporley Road (A49), Stretton, Warrington, Cheshire, WA4 4LX (M56 J10). There are more details here ... www.americanautomags.com . The meeting is on the 1st Wednesday of the month, every month PLUS 3rd Wednesday of the month April to October / BST.

• **The following are all at Shakespeare County Raceway:**
• Shakespeare County Raceway Stratford 01789 720180
• www.shakespearecountyraceway.com

• March 29th/30th
• Season Opening Public Track Weekend

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

• May 3rd/5th
• MSA/ACU APIRA Springspeed Nationals

• May 24th/26th
• Yanks & Public Track Weekend/NASC Gary's Picnic & UK Power Tour Sunday

• June 7th/8th
• Summer Showdown Public Track Weekend & ET Bracket Gamblers

• June 20th/22nd
• 21st annual NSRA Nostalgia Nationals

• July 19th/20th
• Public Track Weekend/Ladies That Launch Bracket Races

• August 23rd/25th
• MSA/ACU APIRA Open Sport Nationals

• September 12th/14th
• NSRA Hot Rod Drags

• September 27th/28th
• Public Track Weekend, Frantic Ford Sunday & ET Bracket Gamblers

• October 11th/12th
• Public Track Weekend & ET Bracket Gamblers

• October 25th/26th
• Halloween Bonfire Burn Up Public Track Weekend & ET Bracket Gamblers

• **SANTA POD track dates first quarter of 2014**

JANUARY

• Wed 15th
• DRIFT WHAT YA BRUNG www.dwyb.com
• Sun 19th
• RUN WHAT YA BRUNG – Public Track Day www.rwyb.com
• Sun 26th
• RUN WHAT YA BRUNG – Public Track Day www.rwyb.com

FEBRUARY

• Sun 2nd
• RUN WHAT YA BRUNG – Public Track Day www.rwyb.com

EVENTS



FEBRUARY (Continued)

Wed 5th

DRIFT WHAT YA BRUNG www.dwyb.com

Sat 22nd

STUNT FEST – Half term family fun. Action packed day of daredevil stunts, monster truck mayhem, flame throwing jet vehicles, displays and fireworks! www.stuntfest.co.uk

Sun 23rd

RUN WHAT YA BRUNG – Public Track Day www.rwyb.com

Wed 26th

DRIFT WHAT YA BRUNG www.dwyb.com

MARCH

Sun 9th

RUN WHAT YA BRUNG – Public Track Day www.rwyb.com

Sat 22nd

SATURDAY NIGHT SPECIAL – Run What Ya Brung till late. Track open from 9am-8pm with camping. www.rwyb.com

Sun 23rd

THE FAST SHOW – The season-opening show for all performance and modified car enthusiasts with RWYB, 1st round of the FWD Drag Series Show 'n' Shine, stunt shows, traders, car clubs and "N2O" heated nightclub on Saturday night! www.thefastshow.com

Wed 26th

DRIFT WHAT YA BRUNG www.dwyb.com

MARCH (Continued)

Sat 29th

DIAL IN DAY - An opportunity for RWYB'ers to have a go and learn about bracket racing before having to take the plunge and go racing for real! Pre-entry only, normal RWYB rules apply. www.rwyb.com

Sat 29th

ALTERNATIVE ENERGY RACING – Alternative fuel and electric drag racing showcase. Entries in advance only via website. www.AERacing.org

Sun 30th

STRAIGHTLINERS – Bike only RWYB including round 1 of the Straightliners Championship. Info (01484) 718164. www.straightliners.co.uk



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.