

CARLISLE BARN FINDS ♦ OCEAN CITY CRUISE

AMOS MOPAR ENTHUSIAST

# Mopar

ENTHUSIAST

# A-BOMBBS

BIG MUSCLE, BUDGET BODIES!

1970 SIX PACK DUSTER ♦ 1971 MR. NORM DEMONS ♦ 383 1967 CUDA: 1 OF 4!

**MSD'S**  
NEW E-CURVE  
DISTRIBUTOR



**TECH:**

♦ 8.8 PARAMOUNT LC REAR

**BIG-BLOCK  
CORONET  
SHOOTOUT**



# Mopar

ENTHUSIAST

VOLUME 4 ♦ ISSUE 11 ♦ NOVEMBER 2010

## FEATURES

### CHRYSLERS AT CARLISLE 2010

**16 THE BIG SHOW, THE BIG DEAL, THE BIG SCENE**  
Remembrances from a whirlwind weekend

**20 BARN FINDS LOCATED**  
Carlisle's Building Y shows off unrestored "dream" cars.

### A-BOMBS: BIG MUSCLE, BUDGET BODIES!

**22 PACKED FOR ACTION**  
Stewart Boyd's 340 6BBL Duster is a tribute to what might have been

**26 FORERUNNER TO FAME**  
Best of Show's just-restored 1967 Formula S 383 Barracuda convertible is rarer than its Hemi offspring

**30 THE DEVIL IS IN THE DETAILS**  
Mr. Norm's Garage brings back a notorious package

**34 CORONET PLAYERS**  
Three B-Body Dodge owners hit the high notes in our latest shootout

**38 ROYAL MAGNUM**  
Christian Carlston's "SSRT8" Dodge wagon trends towards stardom

**42 A REAL HARDASS**  
Modern Muscle and Paramount Performance Parts put a heavy-duty differential into a 2008 Challenger

### CHOP-CUT-REBUILD XP HEMI CHARGER

**46 A CORE EFFORT: CAN YOU FIX THE IMPOSSIBLE?**  
Shafi Keisler, Craig Hopkins, Dan Woods, and the C-C-R TV crew go to the AMD Installation Center to begin preparing the XP Charger for thoroughbred status

**52 GO WITH THE FLOW**  
MagnaFlow's Competition Series Challenger SRT8 outfit goes in so easy a rock star could do it; Kenny Wayne Shepherd sets us up.

### PROJECT SWING 'N STING

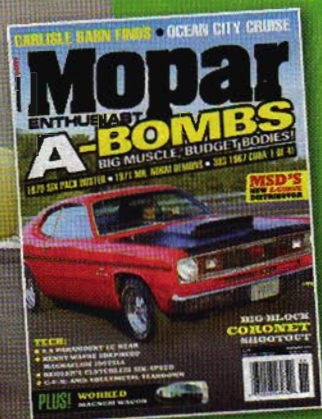
**58 JUICED!**  
MSD's latest distributor electrified the Swing 'N Sting Dart

**64 BEACH'N**  
Cruisin' Ocean City, Maryland, 2010

### DEPARTMENTS

<b>8 THE STEERING COLUMN</b>	<b>76 RESTO CLINIC</b>
<b>10 HIGH IMPACT</b>	<b>78 KNUCKLE BUSTIN'</b>
<b>12 HAKIM'S HUSTLE STUFF</b>	<b>80 READER RIDES</b>
<b>68 PARTS CONNECTION</b>	<b>82 OUT OF MY MIND</b>

**ON THE COVER:** This 1970 Plymouth Duster is Stewart Boyd's tribute to what could have been one hot performer, had the factory decided to build it. Photo by John Stunkard.



## Special Edition

**NOTE:** Hustle Stuff is a regular column by long-time Detroit insider and genuine Mopar guy David Hakim, who has worked for both the OEM manufacturers and aftermarket in the course of his 20-year career. Got a question or comment for him; simply contact us here at: Dave Hakim, Mopar Enthusiast magazine, P.O. Box 482, Sidney, Ohio 45365-0482, or e-mail him at [MoEditor@amosautomotive.com](mailto:MoEditor@amosautomotive.com).

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... and this was just the hotel parking lot! Since I was "working," I was only able to grab a few shots at the actual event.



In the uphill burnout box at Quaker City, this car shows what most entries had — the ability to cook the tires and street-legal registration.

# LX LOVE-IN

## Old school grassroots traditions with 21st century musclecars at the LX & Beyond Festival in Ohio

**This past July, my travels for Mancini Racing took me to the rolling**

hills of eastern Ohio for the 4th Annual LX & Beyond Festival held at Quaker City Raceway in Salem. This two day event brings together owners and fans of late-model Challengers, Chargers, Magnums and 300s, as well as more unique iron like the Jeep SRT8 Grand Cherokees, SRT 4 Calibers and Neons, and just about any SRT performance vehicle the corporation has made in the past five years.

Having been involved in drag racing for years, the first thing I noticed when I drove through the gates and into the pits was the near *absence* of the race trailers of any sort — open, enclosed, stackers, etc. — along with high-dollar motorhomes normally hitched to them at regular drag events. However, there were lots of "race cars" on hand, a wide

while I have spent over 30 years attending virtually every type of car show and drag race, the LX & Beyond Festival struck a nerve with me. This was history. What a joy to see the owners of these great new cars drive them here to the track, unload their luggage, a floor jack, drag radials, and then swap tires and head to the staging lanes to lay down some 13-, 12- and 11-second ETs. What a pleasure



along with his spare tires, some simple hand tools, the aforementioned floor jack, and personal gear.

to walk through the pits and not see an armada of faceless white enclosed trailers or the obnoxious sound of open headers from some clapped out low-compression beater barely capable of breaking into the 13-second zone. How refreshing to see a guy's pit space with nothing more than the car he drove in, along with his spare tires, some simple hand tools, the aforementioned floor jack, and personal gear.

Personally, this was like going back in time to the 1960s, when the owner of an all-new Max Wedge or Street Hemi cars drove their hot iron out to the track and bolted on

along with his spare tires, some simple hand tools, the aforementioned floor jack, and personal gear.

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their Casler Cheater Slicks for a weekend's worth of racing, but still used them as primary transportation on weekdays.

To me, this event was the simple and pure essence of the hot rodding car culture; that it is still viable today with these contemporary high-tech musclecars was too cool. Even when so much has changed and time has marched on, you can still be a part of grassroots drag racing in the 21st century.

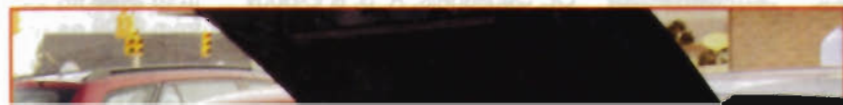
Of course, there are those who still need more. The heavy hitters with the brand new turn-key, go really, really fast cars (most are street and strip) were also at Quaker City displaying their ultra cool toys. First were the folks from SpeedFactory with their SF700R Challenger SRT8 and their newly released "entry level" SF500 version. Not to be outdone, the crew from Petty's Garage had their special edition Challenger on display for the masses to drool over. Complete Petty Signature graphics were front and center, just to let everyone know who the real King is and the NASCAR short-track-inspired rear spoilers stood proudly. So if your check book is big enough, you too can own a real 11-second, 4,000-pound daily driver. The factory guys from Chrysler's SRT group were also at QCR with a variety of Challenger and Charger SRT8s along with a Viper or two.

Aftermarket companies that cater to these new generation Mopars were also on hand, companies such as ProCharger, Corsa, DiabloSport, and Mancini Racing.



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**OK, I did get a chance to join the fun. Here I am, near lane, getting a bleach box leap on the action against a green Daytona with a Chitown-style high-gear burnout; we both drove home in these cars!**

Dave Weber and the guys from Modern Muscle even came up from their NASCAR hamlet of Martinsville, Virginia, with their mobile chassis dyno to help attendees fine tune their rides and help tease even more power out their already potent 5.7L and 6.1L Hemis.

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more power out their already potent 5.7L and 6.1L Hemis.

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went off without a hitch. Anthony held the first "gathering" back in 2007 which consisted of a group of LX lovers in central Ohio getting together to network and discuss ways to improve the performance and handling of their Chargers, Magnums and 300s. Now, the LX & Beyond Festival has become one of premier late-model Mopar events in the country, and with the introduction of the Challenger, the overall event has expanded beyond even his wildest expectations.

Anthony's mission is to continue the growth and interest in Chrysler's LX/LC vehicles and expand the network of aftermarket suppliers, along with information sharing among the current owners, plus giving potential future owners a glimpse of the lifestyle associated with the LX/LC crowd. And with the variety of drag racing classes and great show field, there was enough going on for anyone who has an interest in these great performance vehicles and handling of their Chargers, Magnums and 300s. Now, the LX & Beyond Festival has become one of premier late-model Mopar events in the country, and with the introduction of the Challenger, the overall event has expanded beyond even his wildest expectations.

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