

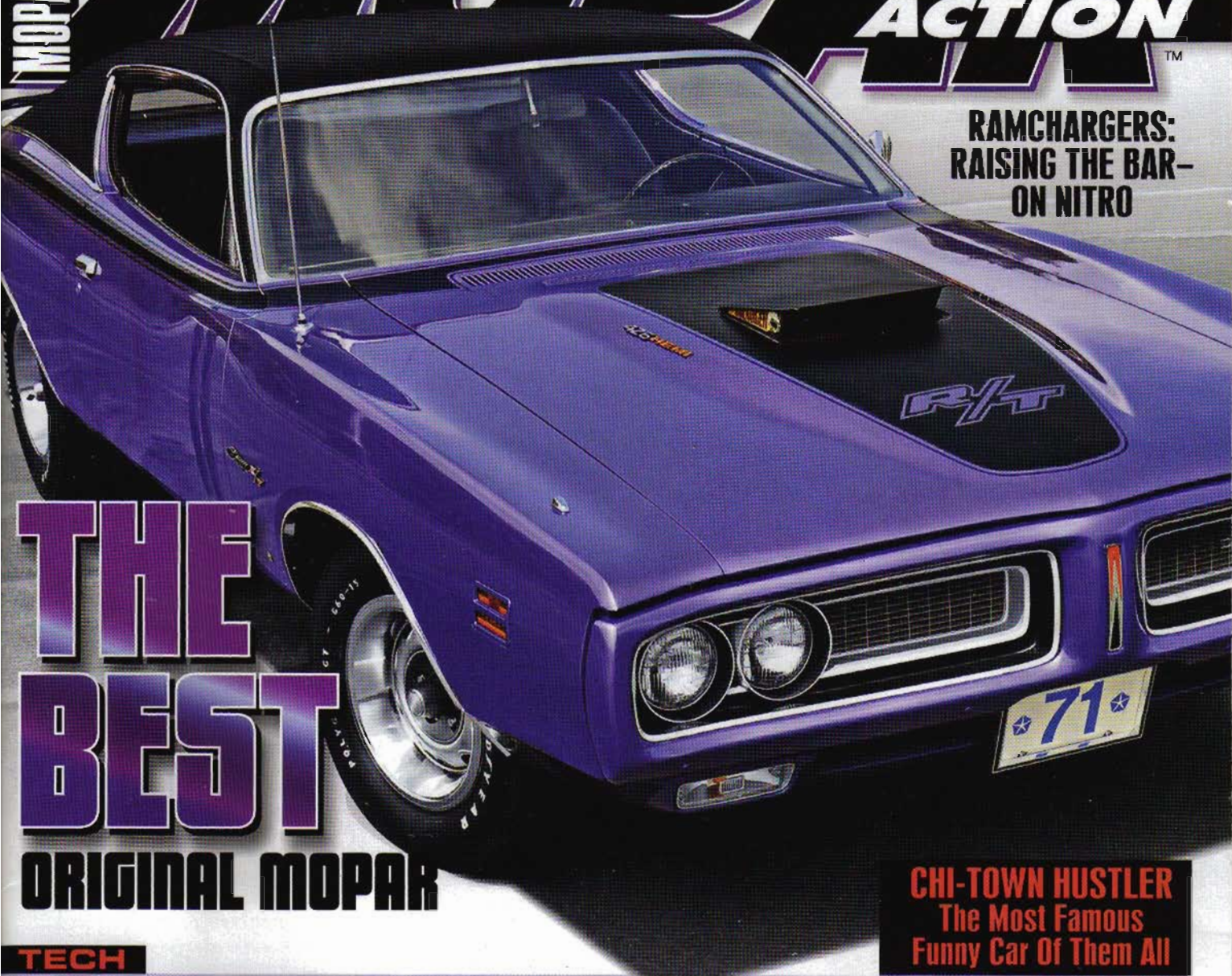
SRT8 VS. 2010 CAMARO SS

APR 2010

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TECH

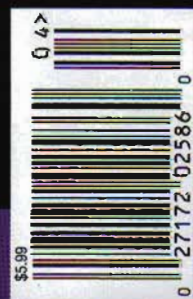
- ▶▶ PROJECT DAK: GO-OR BLOW?
- ▶▶ ROAD RUNNER RESURRECTION: IMPOSSIBLE DREAM

QUICKEST: Stock-Block LX/LC & Pump-Gas Viper



2010 SUPERCHARGED HEMI DAYTONA

**LX & BEYOND NATS:
WHAT'S NEW WITH YOU?**



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This 1971 Hemi Charger rules as the king of original unrestored Mopars—the ultimate Mopar Action Reference Original.

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LX & BEYOND

By Al Dente

Photos by TheBruntBros

LX and LC guys know the feeling—almost like being orphan cars at the bigger Mopar shows where classic muscle Mopars dominate. Sure, the new Chargers, Challengers, 300Cs, Magnums and such get a cursory nod or two from Mo'fans more interested in checking out lines of '71 Hemicudas and '69 Chargers. The newer stuff deserves more respect than this, so what's a late-model Mo'fan to do? Why the LX Nats, of course.

There have been two LX Nats events so far if you're one of those folks who like to keep count. The last one was held at Quaker City Raceway, in Salem, OH. While not many Quakers showed up, their absence was more than compensated for by all the LX and Beyonders attending. Because of its limited scope, the show will never grow to the stature of a Carlisle or Vegas Mo'event. Attendance figures provided by show honcho, Anthony Carter, tallied 225 cars, 28 vendors and an attendance of 448 over a 2-day



NATS II

Where new
meets new.



Adam Montague set the place on fire with his 10.62-ET quarter-mile blast—a new record for a stock-block LC Challenger (see sidebar). Adam's Challenger also was the Mopar Action Editor's Pick selection.



(Left) Not the biggest Mo'show by any means, the LX and Beyonders made up in enthusiasm what they lacked in numbers—or so we were told. (Right) Chrysler's SRT group came with a team of engineers and a display of SRT vehicles. That black Magnum is a European Touring Edition (not available here). Note the right-hand drive.





Patrick Taylor's ride, known in LX circles (and by those who can read underhood signs) as "The Hulk" picked up an unprecedented 4 awards and \$1300 in prizes which included all 1st Place wins for Best of Show Charger, Overall Theme, In-Car Entertainment as well as the Grand Prize - Best of Show and Go Award. Pat's ride boasts 426 rear wheel HP thanks to a Vortech-blown 5.7 Hemi, USW 22" wheels, Wilwood Stage II binders, Eibach adjustable coilovers and swaybars, two Alpine 1000-watt amps and much, much more.



We really liked Todd Hathaway's '07 Charger R/T with Grip rocker panels, SRT interior and custom paint by Tom Lusch.



It was a real squeaker in the hotly contested, car-on-a-car-on-a-car class. But this 300C came out on top.

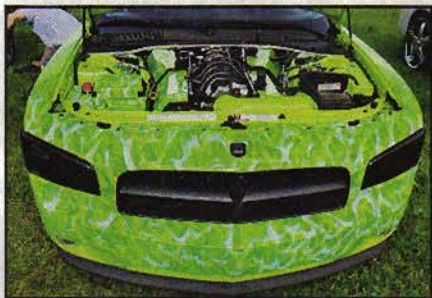
period. 'Course it would help if the factory started cranking out their LX and Beyonds on a timely basis, because as of this writing, LCs have been put on hold because of production hangups. Even so, there are enough LXs on the road inside garages and on repo lots to make this event viable for years to come. 'Course they could always combine it with another venue, say, Bed, Bath and Beyond, to broaden appeal and

boost attendance—especially amongst the fairer sex.

Because the LXs essentially are new cars, the one thing you'll find at all the other Mo'shows—but absent at the LX Nats—is restorations. Not many of these cars need it, and the ones that do—who cares? On the other hand, the show does hold the record for the highest percentage of original, unmolested examples of the breed. So

the LX Nats is the place to be to see an unparalleled awesome level of originality. If you wanna know how they came from the factory with assembly line wires, hoses, belts, clamps, paint drips, inspection marks and oil leaks, just come to the LX Nats—in case your dealer's cupboard is bare.

As with any Mopar show, there were plenty of modifieds in attendance spanning the entire spectrum of taste. Still, it's always refreshing



Brian Griffin's '07 Daytona Charger looked like it had a contagious green rash. Sure enough, two days later, we broke out in a green rash.



Custom '06 Charger had all kinds of trick stuff including flush-mount 90-degree vertical doors, 22" Davin Street Spin rollers, 7" flip-out headrest screens, Avic D2 navigation screens, far-out lighting and sound system with a 12 Farad Audiobahn capacitor (whatever that is), shaved emblems and side door moldings, Universal air ride suspension and too much more to list.



Car corral (one car) featured this '07 Charger STX for sale at \$23,400. The "buy one, get one free" deal, also came with a nice '64 Savoy which would make a good entry in an "LX & Before" event.

to look at something...different. Another special feature was the SRT display complete with an assemblage of live SRT engineers that LX fans could talk to and exchange ideas with. And don't forget the racing (see, we bet you forgot already). Highlight of the action was a new record set by Adam Montague for a stock block (6.1 Hemi) blown Challenger (full stock body): 10.62 ET @ 131 MPH (see sidebar on next page).



It's been almost half a decade since 440 Source set the Mopar world on its ear by introducing stroker kits at nearly half the price of our major competitors! We figured it's about time we do it again, this time with cylinder heads!

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STOCK-BLOCK LX RECORD

Right now, as of this writing (Tuesday), Adam Montague holds the record for the quickest stock-block power-adder Challenger SRT8, running a 10.62 @ 131 at the '09 LX Nationals. Honcho over at Spankin Time Motorsports in San Bernadino, CA, Adam is a retailer for Kenne-Bell superchargers, so it was a simple matter of reaching over his shoulder to pluck a 2.8H Mammoth blower kit off the shelf and plunk it on his 6.1 Hemi. The kits themselves install in less time than it takes to tell, so we won't spend time telling you about it.

When Adam picked his new '09 Challenger in May, his goal was specific—to build the quickest stock-block LX/LC platform in the country—if not the universe. We don't know how fast they run on Pluto, so we'll assume that Adam accomplished what he set out to do. The K-B blower has the potential of huffing out 25 psi on a 6.1 Hemi, but Adam had the setup dialed in at 20 psi which made 776 horsepower at the tires. Adam's speed shop has a dyno so he has the charts to back up his claim.

Now a lot of Mo'fans, including the engineers at SRT raised their eyebrows at a stock 6.1 holding together making this kind of power, but Adam claims a total of more than 100 runs on 1/8-mile strips and dyno pulls at this level. I'm sure our ever-skeptical tech editor would have administered a polygraph test to Adam had the Boogger been there. The Hemi is fitted with 80

lb. Ford racing fuel injectors a K-B 20-volt Boosta Pump, and an 8-rib Mr. Norm's serpentine belt. Adam uses a Daiblo Sport Predator programmer to run herd on fuel and ignition events. The NAG1 trans is stock except for a valve body by Paramount Performance Products, and the rear is bone stock.

Running in the 10s, Adam needed a rollcage to avoid receiving a "Get-Out-Of-The-Track-Free-And-Don't-Come-Back" card, so Carlin Fabrications cobbled one up for him. Up front, the wheels and suspension are stock, while 17x9" Bullets mount 325/45-17 M&H Racemaster drag radials which fit nicely into the unmolested wheelwells.

Course, human nature being what it is, Adam, couldn't resist tweaking the blower just a tad more to 22 PSI and make an impressive 800 rear wheel horsepower. So, with the hapless Challenger hog-tied to the dyno, Adam applied the power. The result was the rods totally disintegrating and coming out both sides of the block. Not a pretty sight. And he'd rather not talk about peak horsepower on that run.

So what's next for Adam? He'll hang his stock block record on the wall and move on to a bigger blower coming down the Kenne-Bell pike, build the engine and go for the quickest stock interior/stock weight/street-driven LXer and shoot for a blower-only-power-adder 9.50-second Challenger. That'll get the pizza home before it gets cold.



It's all stock except for the rollbar and Kenne-Bell blower and related hardware. The 6.1 Hemi Challenger was putting out 776 ponies at the wheels. The fact that it held up amazed even the SRT engineers who attended the event.



Our food editor couldn't make this year's bash, so maybe next time we'll get his report on the track's eats.

Considering the LX Nats is organized and run by a single person—Anthony Carter—we gotta give him credit for everything coming off smoothly. Cars came from as far away

as California and New York—most were driven. A long list of sponsors helped to get things rolling. Carter handed out more prizes for show car and race winners than we could shake a stick at—including Wiseco pistons, Diabosport handheld tuners, Mickey Thompson drag radials and BND Automotive

fluid change service (boy, do we need our fluids changed). You'll find more photos and info on of the event on our website. Don't have a computer? No problem. Just hold down Shift, 7, Q and * keys simultaneously on your manual typewriter. If your keys jam, your typewriter has a virus. *—Ken No Ticket* ★