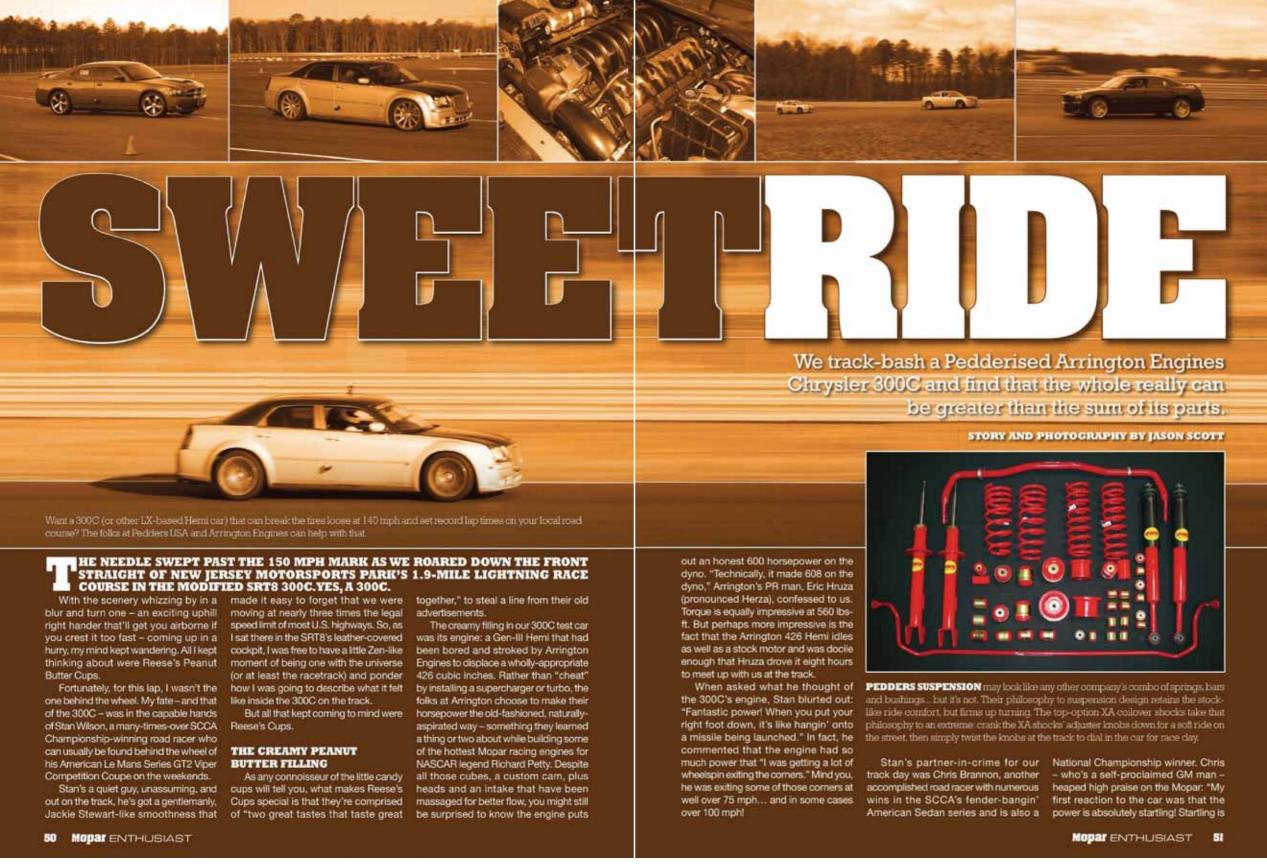
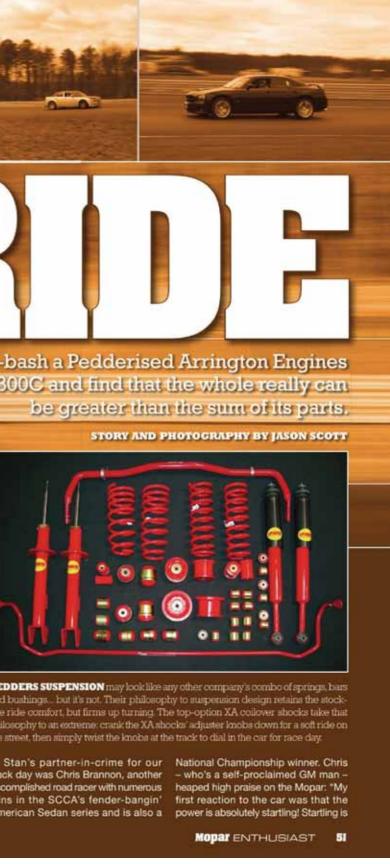
Australia's Number - Shock Absorber, Steering and Suspension Specialists

Jason Scott at Mopar Enthusiast recently attended the Pedders USA New Jersey Track day and wrote this full report on the Arrington Engines: www.shophemi.com Pedderized 300C. Have a read of the article and be sure to check out: www.moparenthusiast.com







Straight advice, specialists you understand and...No





Australia's Number 4 Shock Absorber, Steering and Suspension Specialists

SKID MARKS

surface.

There are a number of ways to

neasure a car's handling prowess, but

he most well known is certainly the

skidpad, since it minimizes variables

and locuses purely on cornering

forces and lateral traction. Before we

vent nuts on the road course with

our 300C and a few other stock and

Pedderised Mopani, we took a little

me to run them 'round New Jersey

Motomports Parks' 300-toot siddpad

For a baseline comparison, we ran a

tock LX Charger R/T first. It registered

0.87G runs in each direction during

our testing, matching published

reports by other magazines and

exhibited significant body roll and

amber change. Truthfully, it didn't

ook like it would take much to beat

the stock car. But just how well would

Not surprisingly, the Arrington 426

Hemi's torque kept breaking the tires

oose, which made it tricky for Stan

Wilson - and then Chris Brannon - to

trive that fine line. When the testing

was done. each had driven the car to

99G on original equipment SRT8

wheels and tires - 0.11G better

han published reports for a stock

SRT8 model, and 0.12G better than

he stock Charger R/T that we had

It would be one thing if those gains

ame from rock-hard bushings, stif

prings and unforgiving shocks. But

Pedders did it without creating a

ounishing ride. What's more, the car

doesn't just post good numbers on

the skidpad - it posted fast lap times

on the road course, tool

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rvailable for testing at the track.

he Pedderised 300C do?



FOR COMPARISON, we rounded up a stock Charger R/T and ran it around the NJMS skidpad to a best of 0.87G. SRT8s are rated at 0.88G. Respectable, but there's definitely room for improvement.

actually an understatement... but I don't monotonous, boring even. have a better word for it." So, what kind of power "startles" a race driver? "When the car shifted at 140 mph and broke and mixes with the peanut butter to the rear tires loose - with a 3.08 gear provide a delicious taste sensation. and an automatic transmission - I knew that I was dealing with a properly-built 300C test mule was its Pedders USA naturally-aspirated motor!"

In a Reese's Cup, the rich, milk chocolate coating melts in your mouth

The chocolatey coating of our suspension system, which helped harness the engine's power so it could be put to good use pushing the more than 4,000-pound C around the track

THE RICH MILK CHOCOLATE CUP

Of course, man can't live on peanut in astonishing times - a 1:20 lap with butter alone. Meals would become Chris at the wheel, which compared

THE FLAMED BEAUTY covers don't begin to hint at the 600 horsepower and 560 lbs-ft of torque that the Arrington 428-cubic inch Gen-III Hemi produces. We've never heard the words awesome, unreal, unbelievable and incredible uttered so much to describe an engine before. But this one deserved every mention







THE ARRINGTON Gen-III 420 Hemi starts life as a 6.1-liter factory suitable wall thickness before being bored and stroked to 426 cubes. A custom cam, head work, intake work, massive Arrington throttle body and a proprietary computer "tune" all work in harmony to develop the 600 horsepower. vet maintain a stock-like idle.

favorably to some Porsche GT3 and Corvette Z06 racers that were sharing the track that day... topping out around 1:21 a lap.

Pedders - which is huge in Australia and even sponsors the V-8 Supercar Series there - takes a practical, "no bull," as they like to say, approach to suspension engineering.

With the LX platform, they first focus on removing flex and deflection caused by overly-soft bushings - a condition the company's engineers refer to as "bush mush." The "tuned"

IT'S HARD TO IMAGINE, but

agile and nimble around New Jersey Motorsports Park's 1.9-mile Lightning road course as cars almost half its size like the SRT4 Neon that its seen leading here through turn five





speed limits... or police.

relocate the steering rack to minimize bump-steer - a condition that changes cycles up or down.

floating and porpoising over bumps.

for maximum grip through the corners.

pieces don't go overboard and kill the each other. 300C's ride quality. Instead, the ride feels "firm but comfortable," as Pedders' Peter Basica described it, and we'd have to agree.

technical driver - said the Pedderised 300C was "very predictable, very flat" very repeatable and consistent."

Chris may have said it best, when he commented: "To take an over-4,000pound car like [the 300C] ... and to be able to throw it in a corner and have it do what you wanted it to do is awesome."

TWO GREAT TASTES THAT

We're pretty easy to please, so we would have been happy with either set of upgrades on the 300C.

The Arrington engine would have made us smile every time we sunk our foot into it - be it on the street,

polyurethane bushings replace stock the Arrington 426 Hemi gave the 300C hollow-void bushings at the control far more power than we would have arms, engine cradie and rear subframe imagined could ever have been useful mounts. Special offset bushings in a carlike that. On the other hand, the Pedders suspension did more than just bring out the toe in or out when the suspension the best of the LX platform; it redefined

to build, Pedders then replaces the coil driven the Pedders-equipped 300C, we springs and shocks at all four corners wouldn't want to own an LX model that with matched units that keep the car from

Despite the upgrades, the Pedders

TASTE GREAT TOGETHER

a road course or a dragstrip. Frankly,











LEFT Pedders USA takes a sensible approach to its suspension upgrades: start by firming up the chassis with carefully engineered replacement bushings, because, as Pedders puts it, "you can't stick a fence post in Jell-O and expect it to work properly." From there, performance-tuned springs, shocks and adjustable sway bars turned our 4,000-pound-plus 300C into a 0.99G corner-carving machine. **ABOVE** A number of Pedders customers joined us at NJMS to experience what their cars are truly capable of when unemcumbered by things like

our expectations of acceptable handling With a stable platform from which and ride quality. In fact, now that we've hasn't been "Pedderised."

But the most astonishing part of Finally, Pedders' adjustable sway bars our day at NJMS with the Pedders and prevent body roll, thereby allowing the Arrington crews (and a handful of each tires to remain in contact with the ground company's speed-crazed customers) was the realization of just how well each company's product lines complement

The Reese's folks described it as "two great tastes that taste great together" But we really liked how our GM-loving racer, Chris, put it: "this car hopped the Out on the track, Stan - our precise, rumble strips, enjoyed threshold braking, and tore down the straights like a road racing car should. But this thing's an and that it turned in lap times that were interstate cruiser with radio, air, leather, a warranty and stock, treaded tires! Sweet

SOURCES

PEDDERS USA SUSPENSION www.peddersusa.com (248) 522-8021

ARRINGTON ENGINES www.shophemi.com (866) 844-1245

NEW JERSEY MOTORSPORTS PARK www.njmotorsportspark.com (856) 327-8000