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HEMI CLASSIC GSS CHALLENGER

Celebrating the Hurst Hemi Under Glass Legacy

Story and Photos by Larry Weiner

The Hurst Hemi Under Glass is, without a doubt, the most famous wheelstander of all time. Affectionately known as "The Flying Fish," the world famous Hurst Gold and Black Barracudas, with Bob Riggle at the helm, have been shaking the asphalt on just two wheels with the nose pointing skyward for over 50 years.

One of the things that has made the Hurst Hemi Under Glass so distinctive is its iconic Hurst Gold and Black custom paint theme. Not surprisingly, these are the same colors that were later featured on many of the Hurst limited edition vehicles, beginning with those built at the height of the muscle car era. Celebrating the popularity of the Hurst Hemi Under Glass and those mighty muscle cars of yesteryear is the new Hurst Heritage By GSS "Hemi Classic GSS" Challenger.

Instantly recognizable in Gold and Black, the Hemi Classic GSS Challenger proudly wears a modern version of the paint scheme that was inspired by the very first Hurst Hemi Under Glass that made its wheel standing debut in 1965.

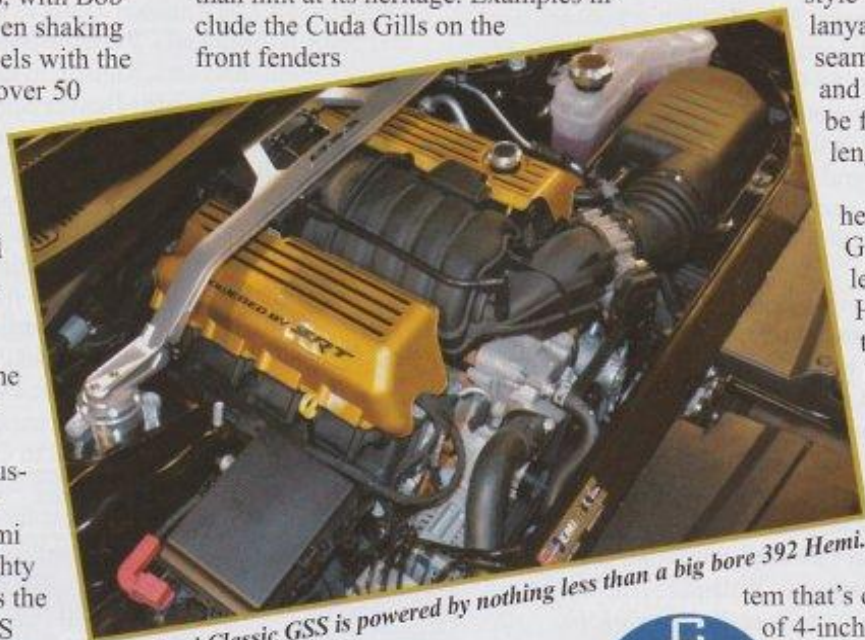
Enhancing the Hurst Hemi Under Glass theme is a laser like focus on attention to detail that further amplifies its "Cudaesque"

theme. Since the Hurst Hemi Under Glass was a Cuda, and later E-Body versions of the Cuda were fraternal twins to the Challenger, the Hemi Classic GSS Challenger has been infused with Cuda DNA in the form of accents that more than hint at its heritage. Examples include the Cuda Gills on the front fenders

1968 Hemi Cuda Super Stock style hood scoop that lets everyone know that the Hemi Classic GSS Challenger is anything but ordinary. And anchoring the Super Stock hood during high speed runs is a set of Mr. Norm's 1971 Hemi Cuda style functional hood pins and lanyards, emphasizing the near seamless marriage of vintage and modern upgrades that can be found throughout the Challenger.

Staying true to its Mopar heritage, the Hemi Classic GSS is powered by nothing less than a big bore 392 Hemi. Free breathing on the inlet side is provided by a Hellcat air intake, while the Pro Stock inspired 16 plug Hemi heads exhale through an ultra-low restriction Flowmaster Outlaw cat back dual exhaust system that's capped off with a quartet

of 4-inch double wall Hurst logo exhaust tips. With Hellcat spec 3-inch stainless steel mandrel bent tubes and resonance chambers, it's the closest thing to running open headers on the street. It may not be for the faint of heart, but it sure sounds cool and lets everyone know that under the bold hood scoop beats the



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that are an exact match for those first seen on the 1971 Hemi Cuda and the Cuda Gill rocker trim that is reminiscent of the originals on the 1970 Hemi Cuda. Adding fuel to the racing inspired fire is the bold



heart of a genuine Hemi engine. Backing up the precocious pachyderm is a 6-speed manual transmission, with shifting chores handled by none other than a genuine Hurst Billet Plus Shifter that features a traditional chrome arm and white cue ball shift knob.

One big difference between the Hurst Hemi Under Glass and the Hemi Classic GSS is that unlike the famed wheelstander, this modern day version of the original E-Body is surefooted when it comes to cornering. While the video of Bob Riggle and Jay Leno in the Hurst Hemi Under Glass trying unsuccessfully to turn at the end of the wheels up run may be exciting to watch, in reality, we'll take a pass on the ensuing drama and stick to cornering in the Hemi Classic GSS.

In fact, the ability to balance straight line performance with the same degree of competence necessary to conquer corners is all in a day's work for the Hemi Classic GSS Challenger. Insuring that it always stays firmly planted, a set of Hurst lowering springs provide an enhanced center of gravity, in conjunction with more aggressive spring rates. Providing a ferocious grip on the street and strip that maximizes the benefits of the lowering springs is rolling stock that consists of 20" x 10" Hurst Stunner show chrome wheels at all four corners that are matched with a set of sticky Nitto NT 555 G2 tires. The



Inside the Hemi Classic GSS Challenger is the place to be if you want to enjoy everything this modern supercar has to offer, and it all starts with an interior that has the kind of pizzazz necessary to match the race inspired, traffic stopping appearance of the exterior.

fronts are Hellcat spec 275/40ZR20, while at the rear, a pair of jumbo 315/35ZR20 provide a near steamroller appearance when viewed from behind. This is one wheel and tire combination that takes the slogan "where the rubber meets the road" to a whole new level, further amplifying the handling prowess of the already capable Hemi Classic GSS.

In today's brave new world, aerodynamics plays an important part in high speed action, and the Hemi Classic

GSS is well equipped to meet the challenge. Aero aids include a Mr. Norm's GSS Super Speedway front splitter that mounts beneath the Hellcat front spoiler. Like the splitter that is so effective on the Viper GTS-R, it provides additional downforce up front, while out back, a Mr. Norm's GSS Speedway Rear Spoiler that's taller than its stock counterpart provides the balance necessary to help keep the rear of the Challenger firmly planted on the asphalt, especially when



the speeds approach and exceed the triple digits.

Inside the Hemi Classic GSS Challenger is the place to be if you want to enjoy everything this modern supercar has to offer, and it all starts with an interior that has the kind of pizzazz necessary to match the race inspired, traffic stopping appearance of the exterior. The artisans at Katzkin Leather have done an amazing job of creating an environment that Bob Riggle wishes he had in the Hurst Hemi Under Glass. Using the finest glove soft Tuscany leather, the facing of the seats are upholstered in a subtle, creamy shade called Bone, that's accented with Carbon Shadow wings, gold top stitching and perforated inserts.



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A nostalgic salute to Hurst history, thanks to the vintage '60s style Shifter Warning label that's located on the console, right near the shifter.

The iconic Hurst logos that are embroidered on the seat backs are a constant reminder that the Hemi Classic

GSS is anything

but ordinary, as if anyone needs to be reminded. The console and door panels are also upholstered in the same leather combination as the seats, adding to the upscale appearance of the interior. In fact, details abound everywhere you look, starting with a nostalgic salute to Hurst history, thanks to the vintage '60s style Shifter Warning label that's located on the console, right near the shifter.

Other detail touches include a set of Hurst logo plush carpet mats, a red Mr. Norm's start/stop button, chrome three dimensional GSS letters on the dash and a Hurst Heritage By GSS unique serial number dash plaque that's

prominently located on the glove box door.

In short, the Hurst Heritage By GSS "Hemi Classic GSS" Challenger not only pays homage to one of the most exciting Mopars of all time, it blends the best of modern and vintage themes in a brand new muscle car. In the time honored tradition, it's designed to be driven on the street and raced at the track, just like the original Hurst muscle cars we so fondly remember. The fact is, the Hemi Classic GSS Challenger is a modern flashback that captures the same adrenalin rush of excitement we enjoyed driving our Mopars when they were new in the sizzlin' sixties. It almost seems as though the more things change the more they stay the same, and in this case, that's a good thing! *CP*

Source Box Listing

Mr. Norm's GSS Supercars

www.mrnorms.com

Phone: 760-630-0547

Vehicle Design and Build

Hurst Shifters

www.hurst-shifters.com

Phone: 707-544-4761

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