

"2010 TMC/Hall Spring Mopar Show-n-Shine"

Article and Photos by "Butch" Hora

The first Tidewater Mopar Club, (TMC) car show of 2010 was held on Saturday March 28th at a new location. The show was actually held at the old Hall Pontiac building next to the Hall Chrysler Jeep Dodge Ram, (HCJDR) dealership. It had rained all day Friday, but Saturday morning the Mopar gods cleared the skies as the sun shined downed and dried the parking lot nicely. Chris



Colbert, General Manager of HCJDR got us permission to use the old Pontiac parking lot for the car show and the inside of the dealership for some static displays. We also set up tables and chairs so we could eat inside where it wasn't so windy.

There were 2 static displays, TMC's own Tom Learch had his brand new 2008 Dodge Viper that had just been delivered from having a 700R package installed at the Hennessey shop in Texas. He also had his red 1970 Dodge Challenger R/T 440 6-pack, 4-speed, shaker parked next to a new yellow 2010 Dodge Challenger R/T just like the new 2010



Mopar Madness t-shirt. The second display was 3 new Challengers, a red R/T classic, a white R/T with the T/A hood and B-5 Blue SRT8.

There were 35 registered cars in the show field along with another 20 or so really cool rides that just

stopped by throughout the day to hang out. It was cool to see so many club members out enjoying the day, but it was really great that 10 new members joined the club also! The new 2010 Mopar Madness t-shirts sold well and the club made some needed bucks that will be donated to charity later this year. There was one last minute disappointment for this year's show, Scott and Gary Benson were not able to BBQ their famous pig due to some conflict with the city's permits department. But, Chris Colbert quickly took care of the problem by driving to Williamsburg and bringing back some famous "Doc" Pierce's BBQ to feed everyone. The winners of the 10 Dealer's Choice "Best of Show" trophies are located on page 5!

I want to thank everyone who helped make the first TMC show of the year turn out so well! Also Chris Colbert wanted me to let everyone he was sorry that he couldn't spend more time at the show talking with everyone, (they broke the record for selling the most cars on a weekend, 26!) and he is looking forward to seeing everyone the next show. To see a bunch of pictures of the show taken by Chris Yates go to: <http://rides.webshots.com/album/577314163QVAITj?vhost=rides>

Dates To Remember

- May 14-16 Best Of Times Nationals**
Virginia Motorsports Park, 8018 Boydton Plank Road, Petersburg, VA 23803
- Jun 4-5 Pinks All Out**
Virginia Motorsports Park
- Jun 12-13 Mopar Madness**
Virginia Motorsports Park

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“The General Lee Landing in Italy”

Article and Pictures by “Butch” Hora

The following TMC Mopar Moment was written in conjunction with the TMC Member Ride of the Month.

It was Spring 2004 when I first met Rick Hart out at his house through a mutual friend. I got to check out some of his cars including the one that leads to the following story. Who knew that our first automotive transaction would lead up to “The General Lee Landing in Italy”.



Prior to meeting Rick, I just acquired a 1968 Plymouth GTX with a 440 4 bbl, automatic console as part of some

other car transactions. I was not really looking to get rid of it, but several months later I would end up making a deal with Rick Hart. It was a straight up trade, the GTX for the 1969 Dodge Charger SE, 383 2 bbl, column automatic car that he had at his house.

The GTX was a very original car that did



not run and was really rusty from being stored outside for over 20 years. I mean the floor and trunk pans were gone! It would need a complete restoration, but the good thing was that it had not been molested and Rick wanted it for his GTX collection.



I always loved the 69' Charger even before seeing the “Dukes of Hazzard”. This was basically a one family owned low mileage car that had also been stored outside and had it's own rust issues. But, the original drive train was low mileage and still ran. The Bronze Charger was well optioned to include: factory A/C (that almost still

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worked), power steering and power drum brakes. Inside there were a pair of leather bucket seats with the buddy seat in the middle. The driver's seat was even a factory 6-way adjustable. The grill was PERFECT and the lights still opened and closed! I used a small gas can under the hood connected to the fuel pump in order to start it, since the gas tank was rusted out. I aired up the “maypop” tires, got it started and drove it across Rick's yard dragging the front right tire (10 ½ inch brake shoes were frozen to the drum) up onto the trailer. It was definitely going to need some TLC!



Once I got it home I replaced the wasted front brakes with a pair of 11” spindles, drums and shoes that I had gotten from Mark Shade. I then replaced the gas tank with a used one that I had lying around and blew out the fuel lines. Flushed the cooling system, changed all the fluids and filters. Of course, I put some used BF Goodies on a set of Magnum 500 rims with trim rings and center caps. It looked much better now, but still needed major metalwork and complete restoration.



I owned the car just over 2 years and I did not want to sell it but I really needed the cash to finish putting together my 1970 convertible Challenger. I had more project cars than money to fix them. I mentioned to a few people that I would sell the Charger and it didn't take long before I got a call from this guy up in Northern Virginia by

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TMC MEMBER RIDE OF THE MONTH

OWNER: *Christian Rogora*
LOCATION: *Milan, Italy*
RIDE: *1969 Dodge Charger SE*
ENGINE: *383 w/2 Barrel Carb*
TRANSMISSION: *727 Torqueflite Automatic*
REAREND: *8 3/4" with 3:23 gears*

Article and Photos by Owner: Christian Rogora

The following TMC Member Ride of the Month was written in conjunction with the TMC Mopar Moment.

It all started back in 1983, when I was child and after school, I watched the TV and loved since the first time the great story of The Dukes of Hazzard. During this story you always have to remember that I'm in Italy and think so many difficulties I had to know about the car and the TV show before Internet era! Come back to the story...the years passed and I became a young boy, still loved motors especially car, but the dream of my live was still to be "The General". At the very beginnings for me that car was simply "The General Lee" but one day I had to go to Memphis, TN for business and I discovered its name! It was the summer of 2000 and I spent 4 months around Memphis area as I have a cotton spinning mills and I was there to purchase cotton. Traveling around the cotton field in a moment my interest was caught from a white rusty car parked on the way...and immediately asked to a friend of mine the name of that car. A '69 Charger said!!! Since that moment I understood that was time to realized my dream!

I had to wait 6 years more, one day of September 2006 I decided to go to an Italian classic USA car dealer to buy my Charger. The man was nice, but unfortunately the business was poor! In Italy the USA car are really rare and the few people do business with them try to make big profit with the customer that are not confident with this kind of car.... I was one of that!

I wait long time and after 9 months the Charger arrived in Italy, I live close to Milan, in Solbiate Olona (Varese). I looked at the General Lee and dress apart all the car was not in good conditions. My dream became a nightmare! The Italian trader maybe asked to the Californian one just to give a nice face to the car.... in fact the first

night I drove it I had overheat problem and lost of fuel from the trunk! I was so sad! You can image me, dressed like Bo and my girlfriend with nice shorts like Daisy



stop on the highway! So I started to restore the car with the great help from friends of mine, Claudio, and at the beginnings, I didn't know one spare parts name and place to purchase what I needed! You can image my difficulties! First of all I bought the service manual, really helpfully. Step by step I started with the mechanical overhauling, radiator, brakes, distributor Mopar performances, sparks, oil, Walker exhaust, new Carter carburetor, upper and lower ball joint, pitman arm, idle arm, steering gear box step 2 by Firm Feel, Monroe suspension, etc. ... for long time FedEx was at my door! One day...the car was ready to its first safe trip on the street! I was surprise how well run the car after so many years sit in some place wherever! That day I have been in Como's lake for the Mopar and Duke's fest and the General was great! Then, during the free time I did all the cosmetic parts, interior and exterior, so many things I did that I should stop to speak long time for everyone of that!

I got the best satisfaction when the A/C s (original equipment) and the original radio worked! Even the AM radio 8 track with Donna Summer! The funny story is the clock, after a night put in a pot full of WD40 it worked! Inside there was so many rust!!! The Charger was ready at the beginnings of last summer and I drove it 1500 miles since I got it. The best sensation I have when I drove it is feel it like my creature, I feel proud to have saved a piece of history car from the junkyard. I think that for me and my friend Claudio, this experience will be in our mind forever and let us understand how the passion for Mopar can across the ocean and take the heart of everybody! In fact at the beginnings my interest was for "The General" now is for "Charger". During the restore I had the desire

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to know about the history of the car, and thanks to Internet and some documents on the car I had a lot of



news on it. The car was shipped from California where a dealer painted it

in General Lee. I found the document of a man in Virginia (Mr. Vess Talbert Mason) who owned it before the guy in California and I emailed him. He gave me the name of Butch and with his help I arrived to Rick Viper crazy that he told me an interesting story: "Being in the sign business by trade I run into a lot interesting people. As I talk to everyone about Mopars one customer replied that his cousin in Suffolk, Virginia had inherited an old Dodge. It had originally been purchased new in Boston, Massachusetts. The owner died of cancer several years later and his daughter was now the owner but did not change the title and it just sat outside. As the car continued to sit and sink into the dirt. Her nephew always liked the car as he grew up and eventually got the car. He held the car for several years until realizing it was more than he could handle. That's when I came into the picture. I also purchased it with good intentions until Butch saw the car.

When I purchased the car it came with the second owners name on the title. If it were important enough to you I could possibly track down the person I purchased the car from. If you would send me some e-pics of the car I would like to forward them to my customer and that would start that process!"

So...I was really happy to had met so nice people that helped me in my research! Speaking with all of them I understood only in these moments that I had in my hands a matching number 383 Special Edition! Frankly speaking a real pity it was converted to a General! Anyway without General I can't know Charger, so now the important thing is the car is safe and maybe in the future I'll repaint it in the original color! I want to thank both, Butch and Tidewater Mopar Club for this

opportunity. I'm proud to be a member of this club!
Ciao dall' Italia,
Christian Rogora.



(Mopar Moment, Continued from page 2)

the name of Talbert. He told me that his son wanted a 1969 Charger to restore and he had cash! We agreed to meet up at the 2007 Mopar Madness at Virginia Motorsports Park and we could do the deal there.

Saturday morning I unloaded the Charger and parked it out in front of the registration tables and waited for him

show up. I almost changed my mind after talking to Galen Golvier as he looked



over the original Charger. He made mention of several rare options, especially the factory locking gas cap and took some pictures for his own records. Talbert showed up with his son and didn't hesitate to hand me my full asking price in cash. They quickly loaded it in his trailer and left the show. As I watched them drive off, I never thought I would be getting an e-mail from Italy several years later concerning this car.

Last year I received an e-mail from Christian Rogora in Italy showing pictures of a "General Lee" that he said was my old Charger. He wanted to know everything about the Charger, so I gave him Rick Hart's e-mail and we have remained in contact ever since. I also have been forwarding him our TMC monthly newsletter and he liked our club so much he asked to become a member. I asked him if he would write something for the Newsletter to tell his side of story and he agreed. This story is cool and I thought you all would really enjoy it.

The following story has not been edited and is published in Christian's own words. I love stuff like this, cause it just goes to show you that Mother Mopar's hands have reached out and touched people all over the world. Mopar to ya!



President's Corner

The April 2010 Tidewater Mopar Club (TMC), meeting was held in the upstairs conference room at the Hall Chrysler Jeep Dodge Ram dealership on April 13th. There were 25 club members present to receive a free copy of the latest catalog from our April Spotlight Sponsor Auto Metal Direct, (AMD). AMD is one of our newest sponsors and is located in Buford, Georgia. This is a dream come true for Mopar lovers that have been waiting for someone to finally reproduce top quality sheet metal. Bowtie and blue oval people have enjoyed the luxury of everything being available and practically spoon fed to them forever. Mopar guys on the other hand, had to find replacement parts in junkyards or at car show swap meets. Over the last 30 years I've seen many creative body men that have had done their best to fabricate and bondo their way past replacing those unavailable rusty panels.

Well finally it is time to bring out those covered up projects from behind the garage and restore them with premium quality panels that are matched correctly to the original OEM factory parts. These panels are so good that "Mother Mopar" has officially licensed AMD to reproduce their body panels. The first thing you will notice about these panels is weight. They are made from 18 gauge steel just like back in the day. You will also notice that they drilled out body plug holes, attached harness tabs, seat plates and even the jack spring hold down.

If you thought it couldn't get any better, well your wrong. They have also started reproducing factory correct replacement glass to include: rear glass, quarter glass, door glass and even the double thick front windshield glass so your chrome trim fits right. This glass is also licensed by Chrysler and sports the correct Pentastar logo. Also, if you have avoided re-chroming your bumpers because it's so expensive or your core is no good, they are also reproducing NEW bumpers that cost less than repairing yours. Bumper brackets no good, don't worry they got them too. If they don't have the part you need for your year model yet, be patient they have only been in business 3 years and are working hard to make everything correct for your A, B and E body Mopars.

Now on to car show information, Virginia Motorsports Park, (VMP) has offered tickets to TMC members who want to drive their ride to the racetrack on Saturday and park inside the show field. Next is VMP's biggest show of the year, "Pinks All Out" the popular SPEED TV drag racing event on June 4th and 5th. Bigtime

cash is up for grabs as 500 cars race all out hoping to make the final 16 and appear on SPEED TV. We will have club trailer set up along with some club members rides on displayed out on the midway. On Saturday, there will be 4 club cars featured in a Mopar match race. If you're interested in driving your ride to either of the upcoming shows and want to get in free, please contact me by e-mail, phone or come to next TMC meeting on May 13th. The next weekend, June 12th and 13th will be 's biggest show of the year, "Mopar Madness". There are several other Mopar clubs that are planning to attend along with many new Modern Hemi Mopars that plan to burn up the drag strip.

The next few months will be very busy for the club and we are always looking for members who want to get involved and help out. Please don't hesitate to get in touch with me if you're interested. Congratulations to Ed Miller, who was able to get one of the last spots left for "Pinks All Out" and Rick Hart who won \$30 bucks on the 50/50 raffle at our last meeting.

Mopar to ya!

"Butch Hora TMC President

THE WINNERS OF THE 10 DEALER'S CHOICE "BEST OF SHOW"

- Best of Show Early Model Stock –
Paul Hogan's 1963 Dodge 330
- Best of Show Early Model Modified –
Frank Wheatley's 1967 AMC AMX
- Best of Sow Late Model Modified –
John Rodriguez's 2001 Dodge Viper
- Best Interior Early Model –
Rick Seaman's 1964 Plymouth Barracuda
- Best Interior Late Model –
Susan Mackiewicz's 2009 Dodge Challenger R/T
- Best Paint Early Model –
Greg Willis's 1978 Dodge Li'l Red Express Truck
- Best Paint Late Model –
Chris Parker's 2007 Dodge Charger Super Bee
- Best Engine Early Model Stock –
John Alman's 1965 Plymouth Barracuda
- Best Engine Early Model Modified –
Kurt Bosh's 1973 Plymouth Duster
- Best Engine Late Model Stock –
Mike Nelson's 2009 Dodge Challenger R/T

2010 Tidewater Mopar Club Membership Card Sponsors:

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Any TMC Member that has a complaint with a TMC Sponsor's product or service provided in a business transaction and has given the sponsor an opportunity to correct the problem; if the member is still not satisfied, they should contact one of the TMC Officers or Board of Directors listed on the front of the TMC Newsletter and register their complaint with sufficient detail to support their position. The TMC Board of Directors shall reserve the right to remove a TMC Sponsor without reservation.

TMC President