

TMC's 2010 Mopar Madness Show

Article by "Butch" Hora and Photos by Chris Yates

My day started Friday morning with hauling the club trailer up to Virginia Motorsports Park, (VMP) in Petersburg, Virginia to prepare for the weekend show. Mopar Madness has always been the biggest show of the year for the Tidewater Mopar Club, (TMC) and this year's show would live up to it's name. I just finished marking off the show field when Bill Laurent drove up sweating in his RV (he brought the RV so we would have a home base over the weekend), unfortunately he was having problems with the air conditioning. It didn't matter, by now the smell of burning rubber and race gas filled the air as the Friday Night Street Wars began. Nothing to do now except kicked back to enjoy a night of drag racing,

When I got up early Saturday it was again unusually hot for the second weekend in June. By the time the gates open there was a long line of cars and trailers waiting to get in. It was starting to get busy, so it was great to see Rick Hart and the caravan of TMC members show up to help. Our static display was: Tom Learch's 1970 Red Dodge Challenger R/T 440 6-pack, 4-speed, shaker along with Scott Benson driving a 2010 Yellow Dodge Challenger R/T on loan from the Hall Chrysler Jeep Dodge Ram dealership back at the beach. They parked under the big tent along with "Wolfman" the DJ.



Several car clubs showed up in groups like the Middle Peninsula Mopar Association, Modern Mopar Nation and the Central Virginia Mopar Club, so it wasn't long before the show field started to fill up. About that time, a long line of late model modified Chargers and



Magnums came to the gate. It was the car club, "Changin Lanz," there was over 25 cars all rolling in together. They even had a video crew come in and shoot their club video! They used up the last 130 numbered spots and more cars were still coming in. So, I broke out the orange spray can and marked off 25 more spots to accommodate the last show cars before we finally shut down registration at noon. A total of 155 show cars and more than 60 race cars!

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Dates To Remember

- Aug 14** TMC Picnic - VP Bob Kinker's House
1221 Taft Rd., Chesapeake, Va
- Aug 28** TMC Board of Directors Bi-annual Mtg.
12 am at Prez Butch's house. All club members are invited, call Butch 427-3094 for directions.
- Sept 18** TMC/Hall Dodge "Feed the Hungry"
Mopar Show
9am-3pm at Hall Chrysler Jeep Dodge Ram,
3152 Virginia Beach Blvd.
Last TMC show of the year!

Club Officers

President

Butch Hora (vamopar1@cox.net; 757-427-3094)

Vice President

Bob Kinker (robertkinker@cox.net; 757-421-4176)

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Newsletter Editors

Chris and Bob Yates

TMC on the Web
<http://www.tidewatermoparclub.com>

OWNER: Matt "Copperhead" Pommer
RIDE: 2005 Dodge Viper SRT-10
Copperhead Edition (#68 of 300)
ENGINE: 8.3 Liter V10 SFI
TRANSMISSION: 6-Speed Manual
REAREND: Posi-traction 3:07 gears

Article by: Matt Pommer and Photos by: Chris Yates

"Big D" and the Viper"

"Time flies when you're having fun," so the saying goes and it has flown by since my eyes first began to appreciate cars. Like many youngsters in the 60s, I drooled over every Corvette that I saw. However, it was the Cobra that really rocked my heart. "Study hard, keep your grades up in school, apply your God given talents and someday you'll be able to buy the car of your dreams," was what my Dad said every time he noticed me gawking. To a teenager growing up in Erie, Pennsylvania that time seemed too many years in the future. Children can be so impatient, teenagers are worse! Nonetheless, I heeded his advice and went to college. In 1979, between my sophomore and junior years, I almost dropped out to buy my dream. It was a black 67 convertible Corvette. My summer job was with the



Mill Creek Township Streets Department and one of my co-workers was having a baby and had to sell his Corvette. I figured out the payments,

ensured that I could turn the summer job in to a yearlong position and proposed the plan to my Dad. I would skip a year, buy and pay off the Stingray then go back to college, this time, driving the car of my dreams. "Great, sounds awesome, I look forward to a ride," he said. Then he followed it with "Where will you be living?" He was old school, if I dropped out of college then I had to move to a place of my own and support myself. I remorsefully stayed in college and so ended stage one of my fantasy car dreams.

Flash forward to 1985, I had finished Dental School (complete with six figures of school loans) and was a Lieutenant in the United States Navy Dental Corps. For the first time in my life I had a full time job and was on my own. I had done it, farm boy to "professional" and now I could buy that dream car! My first duty station after OIS (Officer Indoctrination School) was Charleston, South Carolina. Four months later, I trotted off to the local Chevy dealer with my friend David to check out the inventory. They had two Corvettes, one red and one blue, exactly the

TMC MEMBER RIDE OF THE MONTH

same options, except for color. I test drove the red one, but was not positive that I wanted it. The paper work was all filled out (except for the VIN) and ready to be signed. Then I asked the salesman to put the battery in the blue one (it was on the show room floor and they had removed the battery) so I could

drive it. As the staff was replacing the battery, David asked me how I was going to make the down payment. "With the money that I had been saving for an



engagement ring," I proudly announced. "Let's go have a cup of coffee," David suggested. Over coffee he asked me how I would purchase both the car and ring. I had no back up plan for the ring. He reminded me of how smitten I was with Julie. We never went back to drive the blue Corvette. I have been happily married to that young lady for 24 years now and am ever thankful to David for his invitation for coffee! Thus ended stage two.

Shortly after we got married in 1986 it became obvious that we needed a second car as we both worked full time jobs. As if it was a sign from above, there was an ad in the classified section for a 1962 Corvette. We checked it out, test drove it and paid for it on the spot. It was not in great shape, needed engine, interior and body work, but it ran and had potential. I completed some of the work and had it running pretty smooth when my ship took me on a six-month trip to distant lands. While I was gone my wife had no need for two cars so she took the Corvette to Jamison Corvette in Summerville, SC. There it got a fresh paint job and some chrome work. John and his crew took their time with the car and my 6-month oceanic adventure ended before the car was done! The wait was

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("Mopar Madness", Continued from page 1)



It was very hot that afternoon while the 2 groups of judges made their way around the show field. It was even hotter on the drag strip from all the Mopars burning up the track. I was surprised to run into Mopar guru Galen Govier who just stopped by the show to check out the rides. Everything was going along as planned right up to the last part of the awards ceremony when a storm came out of nowhere to bring the day to rapid end. There wasn't much rain, but gusty winds of 50+ mph blew people's tents and stuff around. Luckily nobody was injured and no cars were damaged. But, that was the end of the show for Saturday. For a list of the show winners. Go to our website http://67.62.88.68/forum/topic.asp?TOPIC_ID=4217 and if you missed getting your trophy, stop by VMP they have the list, talk to Mark Wesler and pick up your trophy. For pics of the awards ceremony go to: <http://rides.webshots.com/album/577988244CROegb>

I want to thank everyone for coming out and participating in the show. I also want to thank the following people for working the show: Dick and Debbie Collins, Bob and Chris Yates, Kevin and Loretta Beard, Chris Parker, A.J. Schnieder, Bob Haag, Mike Austin, Charles Dickens, Steve Hanke, Rick Hart, Mike Payette, Steve Gulick, Matthew Melanovich, Matt Bolding and Gabe Hammer. I especially want to thank Bryan Pierce and his crew at Virginia Motorsports Park for making the show happen every year. For some cool pics from the show go to: <http://rides.webshots.com/album/577986537aIgfGT>

(Members Ride, Continued from page 2)

worth it as the car was spot on gorgeous when we picked it up a month after my return. Alas, the Navy moved my wife, our one-year-old daughter Melanie and me to Norfolk in 1990. I had the opportunity of a lifetime as I served aboard Battleship Wisconsin, BB-64. I spent 8 months deployed for Operation Desert Shield and Storm. Shortly after my return from the Persian Gulf we were blessed with our second child. The Corvette was no longer "practical," so I did the

"mature thing" and sold it. I was able to finish paying off one of my dental school loans, buy a, gag, minivan and start a college fund for baby Madison. Mature, yes, life crisis, most definitely. It can be tough to "do the right thing!" And so stage three came to a close.

Navy life continued to be enjoyable and full of adventures. The family had grown to five with the birth of our third child, Zachery. We had moved 10 times in 20 years and seen much of the glory of our great nation. As luck and the Navy detailer would have it we landed back in Virginia Beach in 2004. Shortly after arriving I went window shopping for fantasy dream cars. Like most red blooded American cars lovers I had been intrigued by the Dodge Viper since it first hit the car show circuits in the late 80s and its' debut at the 1992 Indy 500. Wow, a "modern version of the classic Cobra", but cooler, meaner and what an eye grabber. There was a red 2004 Viper at Hall Dodge. I sat in it, heard the engine and was offered a test drive. Having just moved and needing to watch the budget, I turned down the offer in order to resist the inevitable temptation that would follow. A 2005 Limited Edition Copperhead Edition Viper replaced the red Viper sold and a few months later on the showroom floor. I was way more than smitten. I visited that car every weekend. Each time the paint took on a different hue and was more gorgeous than I remembered. My feeble attempts to negotiate a price that would fit my budget failed, eventually the car found a home, my dream car went to someone else's garage. Stage four ended.

The summer of 2007 started out like every other summer. The children were a year older, the beach beckoned and the house was abuzz with summer vacation plans. As luck would have it, I needed another car, well, not according to Julie, but the children sure thought it was a good idea! When we talked about different options, my daughter Melanie said it all. "Big D, why would you even consider a Corvette, the Viper is just so much hotter"? One night as I was surfing the web I typed in "Copperhead Viper" just for fun. Go figure, as if it was a sign from above, there was one in Roanoke Illinois, brand new, never titled, 07 miles on the odometer. I wrote down the phone number and gave them a call. John was a most delightful conversationalist and we had several very enjoyable chats. After six weeks of back and forth discussions I believe that he got tired of chatting with me. We settled on a price, they put the car in an enclosed carrier, drove it to my driveway in Virginia Beach and we did the paper work at the kitchen table on my Dad's Birthday. Although he has long since passed, I know that he watches me from above as I drive my dream car. I can still hear him saying, "Study hard, keep up your grades in school, apply your God given talents and you will some day be able to buy your dream car."



“The History of the Tidewater Mopar Club”

(Part 2)

Article written by Bill Laurent, John Vukovich and “Butch” Hora

1986 - 1992: John Vukovich – Founder & President of the Tidewater Mopar Club

After a short hiatus with no official Mopar club, John Vukovich (with the help of some close friends and former Chrysler Muscle Car Owners, (CMCO) members formed the Tidewater Mopar Club, (TMC). This transition actually worked out in everyone’s best interest, because the old CMCO bylaws specifically restricted membership to owners of “Chrysler muscle cars”. Basically, that meant that ONLY two-door, V-8 powered, rear wheel drive domestic built Mopars could have been “voted in” to the old CMCO club. So if you owned a cool Shelby Charger, a big block four-door Fury, a Little Red Express truck, or a six cylinder powered Duster you could not join the CMCO! John and many others felt that this was a poor rule, especially since there weren’t that many Mopar enthusiasts around to begin with and one of the fastest production vehicles made in the U.S. in 1978 was a truck (the Little Red Express!). A few rides in Will Burn’s tweaked turbo Shelby Charger also probably helped to change John’s mind about the new front wheel drive performance cars too!

So, the first TMC bylaw that was written was that the owners of any FWD or RWD Dodge, Plymouth, or Chrysler product and even imports sold under those brand names were welcome to join. John and his friends also wanted the club to be more about the “people” and to judge membership strictly on the cars or trucks that they owned, or whether or not they even owned a Mopar at all! Over the years, some of the club’s most active and influential members owed some pretty ordinary cars when they first joined and many would go on to own some very exciting Mopars later in their lives! That is why to this day TMC welcomes “anybody with a love of Mopars” into the club.

A bit of trivia for you...have you ever wondered who was the first member of TMC was? It was Mark Burge from Hampton, VA, joining in November 1986. At the time Mark owned a 1969 Barracuda, we recently confirmed that Mark was still in the area and still has the Cuda! His stable now also includes a customized Dakota pickup and a brand new Dodge Challenger. We also spotted him at the 10’ Mopar Madness event at Virginia Motorsports Park.

Initially, John held club meetings at his home in Newport News. As time went by, membership from the Peninsula and the Southside grew. The meetings were rotated between some member’s homes all over Hampton Roads. Eventually we grew to the point where we needed more room, so meetings were held in a variety of different restaurants. (Note from John: Contrary to popular belief, we

TMC MOPAR MOMENT

tried our best to hold meetings and events in both locations, but the “the tunnel” was always an issue then too. Folks resisted traveling “up there” or “down there” and vice versa!) John still maintains that one of his favorite events was the “Paint Pete’s Ugly Truck Party” where we grilled food in John’s backyard while brush painting Pete Drennan’s ugly tow truck that he used in his Dad’s salvage yard business. It actually turned out pretty good!

While John was president, the club held many fund raisers to raise money for charity. These included car washes and organized car shows. The club held their first annual Mopar Madness car show in 1987 at what was then called “Peninsula Dodge”, who had become the club’s sponsor. In 1989, the show moved to the brand new Tysinger Dodge facility in Hampton, but Tysinger’s sponsorship of the club ended shortly after that show. Mopar Madness was held one more year back at the re-named “Oyster Point Dodge”, but soon afterwards the club realized that its presence and financial abilities were enough to hold the 1991 Mopar Madness show at Suffolk Raceway! Drag racing, swap meet and of course show cars ruled the day.



The picture was taken in 1991 at the Mopar Madness Show held at Suffolk Raceway. The pretty young lady is Melissa, the girlfriend of John's friend who drove down from Jamestown, New York just for the fun of it. She was also in a centerfold picture with a 1969 Hemi Charger that was featured in the “Hot Ladies of Mopar” issue of MoPerformance magazine.

Also in 1991, the club conducted its first charity car raffle, a 1968 Dodge Coronet. The car, was purchased by the club, cleaned, washed, waxed, tuned up and then raffled off. This was long before the days of our great sponsorships by Legendary Auto Interiors and Year One

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President's Corner

The July 2010 Tidewater Mopar Club, (TMC) meeting was held in the upstairs conference room at the Hall Chrysler Jeep Dodge Ram Used Car building on July 13th. We had 18 active club members present on warm summer evening to discuss the recent Mopar Madness show, Carlisle and the upcoming events. We discussed ways to utilize some of the club's money that was made during the last few shows. We voted to spend some of that money to purchase 2 new 10x10 Mopar canopy tents along with 2 new mobile Igloo ice chests to go along with the club trailer to help support events.

Last meeting Kevin Beard suggested that he would sell some of his parts and any donated parts at the Mopar Madness show and donate the money to the Youth Challenge of Hampton Roads, (YCHR) and everyone agreed.

For the last 31 years this Christ-centered organization has helped men and women off the street that have been devastated by drug addiction. They also help them get vocational training, earn their GED and to learn coping skills needed to live sober and successful lives. The club was able to raise \$200 from the sale of the parts so we could make this donation. YCHR receives no government assistance because they are a Christ-centered program, so if you are interested in helping them out, contact Travis Hall, Program Director at (757) 244-1234 (ext 205).

This month, Bob and Chris Yates brought in a (1973 and up) upper control arm (with large ball joint), a disc brake spindle, rotor and caliper off a 1988 Chrysler 5th Avenue to show everyone how they were doing a conversion from small bolt pattern front drum brake to a large bolt pattern disc brake on Chris's project 1972 Dart by using parts they got in a junkyard. They handed out a sheet with a list of all the different Chrysler bodies (F, M, J, R and 1973 and up B) that would work in this conversion. If you want a copy of the list, contact me or Chris Yates.

Next we ironed out the final details for the upcoming 4th Annual TMC/Hall Dodge Summer Mopar Show on Saturday July 31st in the used car parking lot of Hall Chrysler Jeep Dodge Ram



dealership. The club agreed to donate all the proceeds from the show to the Foodbank of Southeastern Virginia. There will be 24 really cool participant judged trophies given out along with one Dealer's Choice "Best in Show" trophy. There will be some awesome free Malbon's BBQ provided by our sponsor, Hall Chrysler Jeep Dodge Ram.

The club picnic will be held at Bob Kinker's house on Saturday the 14th of August. For directions to Bob Kinker's house just Mapquest his address: 1221 Taft Road, Chesapeake, VA. 23322. Bob said to bring a chair and a side dish to go along with Scott Benson's famous BBQ!

There is a bi-annual TMC Board of Directors meeting coming up on the 28th of August at my house, for directions give me a call (my number is on the front page). We are always looking for members who want to get more involved with the club. If you have some ideas of how to make the club better, come to the meeting. Don't forget, November we will be electing the new club officers and board members. Please don't hesitate to get in touch with me if you're interested or have questions. Congratulations to Dana Byrum who won \$40 bucks in the club meeting 50/50 raffle! Hope to see everyone at the club picnic!

Mopar to ya!

"Butch" Hora
TMC President

("Mopar Moment" Continued from page 4)

where we were able to completely restore a muscle car from the ground up. John was also a close friend of Mopar expert Galen Govier and established a relationship between Galen and the club that has lasted to this day.

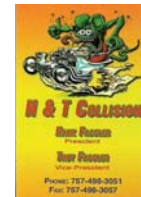
John ended his presidency when he moved out of the area for a short period of time to work for Mo-Par City in Oregon, Illinois (a Mopar-only salvage yard, engine & chassis shop), but he and his wife got tired of the long and snowy winters so they decided to return to Newport News a few years later. He has since maintained contact with the club and has also conducted a few "Colonial Invitational Motor Tours". He is currently on the Board of Directors for the "Virginia Fall Classic Car, Truck and Motorcycle Show" which donates its proceeds to the Children's Hospital of the King's Daughters.

Interestingly, John and his wife Susan still own the yellow 1971 Plymouth Road Runner that they purchased the same year that the TMC was formed! They also have an exact replica of the Blues Brothers "Blues mobile", and they are currently working on a 1949 Dodge truck that is being mated to a 1995 Dodge Dakota chassis and running gear.

(to be continued next month...)

2010 Tidewater Mopar Club Membership Card Sponsors:

<u>Business</u>	<u>POC</u>	<u>Phone #</u>	<u>Discount</u>
Hall Dodge www.halldodge.com	Chris Colbert	757-498-2200	10% Parts/labor
Magnum Machine	Kurtis Bosh	757-424-1440	10% Labor
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Maaco Paint Shop (Oceana) www.maaco.com	Neil Renvyle	757-425-5600	10% Parts/labor
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NOTICE TO TMC MEMBERS

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