

The 8th Annual "Virginia Fall Classic"

Hosted by: Virginia Peninsula Car Club Council (VPCCC)
Article and Photos by "Butch" Hora

The Virginia Peninsula Car Club Council, (VPCCC) has hosted the "Virginia Fall Classic" for 8 years now and every year they do a great job with the show. The 3-day charity event is done in association with the City of Newport News, the Newport News Police Department, Newport News Park, Recreation, and Tourism with all the proceeds going to benefit the Children's Hospital of the King's Daughters, (CHKD). The VPCCC is comprised of 35 different area car clubs of which the Tidewater Mopar Club, (TMC) is proud to be one of the founding council members.

The event actually started late Friday afternoon on October 22nd, there was a Kasual Kruz-In dinner at Ferguson Enterprises Inc. in Newport News with food donated by Outback Steakhouse. Saturday was the main event, a big show held at the Newport News Park where there was some special display vehicles, music, food, craft vendors, an auction, a swap meet and of course, the 333 registered cars, trucks and motorcycles! The event ended on Sunday with their famous mystery cruise, the "Fall Fun Run" where they take a slow, laid-back cruise through some of the most beautiful and historic scenic route that is not revealed till that day.

We cruised up Saturday morning with me towing the club trailer and meeting up with some cool TMC member's cars along the way. It was awesome watching Charlie Daniels Jr. cruising by me on I-64 in his 1970 Superbird with Harry Paul's 1963 Plymouth Valiant chasing him down, that's not a site you see every day! Anyway, when we arrived, there were many beautiful cars already there, I noticed quite a few Mopars in the show field and as always several that I've never seen before.

Just like last year, the club donated \$500 to support CHKD thru VPCCC by sponsoring 2 Mopar awards. This year's winners were ironically both B-5 blue Dodges, the "Best Classic Mopar" was Robert Bolden's immaculate



Dodge Charger Super Bee, 6.1 with a F1 Pro Charger pushing 925 hp!

The trophies this year were very unique and were

purchased from "Meixner's Awards and More" located in Coopersburg, Pa. Larry Meixner's said he likes doing trophies for the VPCCC show, because he



travels down to deliver them in person so he can enjoy the show. I met Larry Meixner at last year's show and we liked the work he does so much that we had him do the cool awards for our last 2 Hall Dodge shows. Best thing, he is a Mopar guy too and he's a member of a Mopar club in Pa. called "Mopar Madness of the Lehigh Valley"!

It was a beautiful day for a car show and a great weekend for VPCCC who was able to raise \$33,600 from the event for CHKD! That makes the grand total raised over the past 8 years to \$257,587.84!!! I want to thank everyone from TMC who showed up to support the event.

For more pics from the show, go to:

<http://rides.webshots.com/album/578944521EjZZze>



Dates To Remember

Dec 14



TMC Christmas Party

7:00pm @ Hall Used Car Building
Conference Room

Club Officers

President

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

Vice President

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

Secretary

Kevin Beard (beard@tidewatermoparclub.com; 757-599-4210)

Treasurer

Carl Swansan (daytonadad@cox.net; 757-431-1039)

Board of Directors

Dick Collins (dartguy66@verizon.net; 757-460-2878)

A.J. Schneider (tazldazl@cox.net; 757-410-2985)

Steve Hanke (stevehanke@hotmail.com; 757-497-2427)

Newsletter Editors

Chris and Bob Yates

OWNER: Robert Bolden

RIDE: 1969 Dodge Charger S/E

ENGINE: 383 4 barrel

TRANSMISSION: 727 Torqueflite Automatic

REAREND: 8 3/4 3:23 gears

Article by: Robert Bolden and Photos by "Butch" Hora & Jim White

"1969 WONONR Charger SE"

The story of how I ended up buying the Charger is really interesting. In February 1969 my wife and I were on vacation in Ocala FL. getting ready to return to Virginia the next day. That night, our room was burglarized and my 1963 Coppertone Plymouth Sport Fury with a 383 Golden Commando engine, a rare Borg Warner T10 4 speed complete with the factory Hurst linkage was stolen! The only satisfaction that I got from this was the fact that a brand new Ford was parked beside it and the thieves preferred the 6 year old Mopar to the new Ford (They had the keys to both vehicles). After having to phone my in-laws and having them wire us money, we finally made it back home to Virginia on a train.



After settling with the insurance company (for less than a thousand dollars), it was time to go car shopping. After looking at a Pontiac Grand Prix and a Dodge Charger, we decided to get the B5 Blue Charger. Since she would be driving it as much as I would, we went with the 383 automatic with the SE package vice a 440 RT/SE with a 4 speed. At least I did not get the Grand Prix!! One option that I had to have was power disc brakes. I had experienced severe brake fade on a previous vacation coming down from Spruce Knob, the highest mountain in WV. I also had to get the trailer towing package, as at the time I



had a boat that had to be trailered. Of course at the time 8 Track tape decks were the latest way to play the music

that you wanted to hear, vice listening to the radio (yes kids, while Mr. Lear had invented the 8 track, cassette tapes had not been invented and IPODS or CD's hadn't even been thought of)!!

TMC MEMBER RIDE OF THE MONTH

The first day we took delivery of the vehicle we took it for a scenic ride along the James River. While stopping at drive-in located in Hopewell, I parked in an area where I was sure no one could pull in close enough to get the doors (I thought). To my dismay, I had left enough room for a VW beetle with 4 high school girls to squeeze in and they put the first chip in the paint when they opened the door!!

Of course shortly after we took delivery of the special ordered Charger, we were notified that the 1963 Sport Fury had been found abandoned on a dirt road in Alabama, minus the engine and 4-speed transmission, along with the master key that the thieves had used to gain entrance into our motel room.



The following winter my wife and I decided to go back to Florida on another vacation. An interesting event happened on I-95 just south of Jacksonville. I had driven most of the way from Virginia and was trying to relax as she drove. I opened my eyes as I could tell we were going faster than normal. I first looked at the row of tractor trailers on my right side, with another one still in front of us. I then looked at the speedometer and then said "Honey, this is interstate 95, not speed limit 95"!! I was glad there was only one more tractor trailer to pass because if there had been 2 or 3, she may have hit 120!

After many years of service as the primary grocery getter, a soccer moms primary means of transportation, as well as car pool vehicle, (I worked at Norfolk Naval Shipyard during part of this time) there was no way I was

(Continued on page 7)



“The 2011 Dodge Ram 1500”

Article and Photos by: “Butch” Hora

One of Chrysler Group LLC first moves was to create a marketing divide between Dodge trucks and cars. It formed the separate “Ram” brand to concentrate on pickups and commercial vehicles. The Dodge brand will focus on cars and crossovers. The truck division retains the traditional Ram’s-head symbol while the car division uses a new logo that incorporates two red stripes at the end of the word Dodge. The 2011 Dodge Ram 1500 went on sale in October 2010 and is perfect example of how good Chrysler design and engineering is today. The Ram remains a full-size



pickup leader, with stand-out styling, plenty of power and a level of refinement no other half-ton quite matches. The changes to the 2011 Dodge Ram 1500

involve new trim packages and upgraded accessories. Added to the SLT trim level is an Outdoorsman package that replaces the previous TRX version and includes assorted off-road upgrades. The all new Laramie Longhorn package is the 2011 Dodge Ram 1500’s luxury-minded answer to the Ford F-150 King Ranch and GMC Sierra Denali models. Newly offered features include power folding heated side mirrors, a new navigation system, and a factory spray-on cargo-bed liner.

The 2011 Dodge Ram 1500 styling is the same as the 2010 Ram 1500’s. It’s again highlighted by the forward-leaning grille that gives this truck much of its character. This pickup’s body itself is surprisingly aerodynamic, which helps reduce wind noise. There are three cab styles: a two-door regular cab, an extended-length Quad Cab with two small rear doors, and the longer Crew Cab body with four conventional doors. The regular cab rides a 120.5-inch wheelbase and offers cargo-bed lengths of 6.3 feet and 8 feet. The 2011 Ram 1500 Quad Cab and Crew Cab use a 140.5-inch wheelbase. The Quad Cab has the 6.3-foot cargo box. The Crew Cab has a 5.6-foot box; all beds are wide enough to hold a 4x8 sheet laid flat. There are a broad range of trim levels, from work-truck basic ST, better equipped SLT, lively Sport, and the luxury Laramie. Added to the SLT trim level for model-year 2011 is an Outdoorsman package that replaces the previous TRX version and includes assorted off-road upgrades. Also new is the luxury Laramie Longhorn package with a unique two-tone paint treatment and a rich leather and wood-trimmed interior.

TMC SPONSOR NEW VEHICLE PREVIEW

The 2011 Ram 1500 remains the only full-size pickup to use coil-springs instead of leaf springs in conjunction with its solid rear axle. The affect is class-leading ride comfort and chassis control over bumps. Its towing capacity, when properly equipped, ranges from a 3,600 pounds with the V-6 all the way up to a class-competitive 10,450 with the Hemi. Payload varies by body style, bed, and engine, but the 2011 Ram 1500’s payload ratings range from 1,340 pounds to 1,860. Heavier-duty versions of these pickups are also available. With beefier chassis and offering diesel engines, they’re tailored for commercial users, tradespeople, and serious towing. The Dodge Ram 2500, for example, falls into the three-quarter-ton category and the Ram 3500 into the one-ton category. The Ram 3500 has a payload ceiling of 5,130 pounds and can tow up to 17,500 pounds.

The 2011 Ram 1500 trim configurations start with ST and SLT designations, ascend through Outdoorsman and Sport trims, and top-off with the Laramie. The Laramie is available as a Quad Cab and Crew Cab only; other Ram trims are available in all three cab styles. Technically, the Outdoorsman is a package available on SLT models and replaces the TRX version; it includes assorted off-road upgrades. Also new is the Longhorn package for Laramie models. Other packages include the sporty R/T for two-wheel-drive regular cabs; it adds a 4.10:1 performance axle ratio and 22-inch polished forged aluminum wheels, among other items.



Mechanically, the 2011 Dodge Ram 1500 is available with an advanced new four-wheel-drive system utilizing the same 2010 Ram 1500’s engine lineup. The 2011 Ram 1500 is not yet available with Chrysler’s new Pentastar V-6, which was introduced in the redesigned 2011 Jeep Grand Cherokee and is filtering through the 2011 Chrysler Group (Chrysler/Dodge/Jeep/Ram brands) lineup. The dual-overhead cam all-aluminum V-6 launches in a 3.6-liter displacement with horsepower ratings ranging between 280-305 and a minimum of 260 pound-feet of torque, depending on the model. The Pentastar eventually will replace seven less-sophisticated Chrysler Group V-6s and the company says it’ll bring an average 7 percent fuel efficiency improvement compared to those engines. At this point it looks like the Ram 1500 won’t get a Pentastar V-6 until model-year 2012 at the earliest, and it could well wait until the truck’s next major update, which is reportedly scheduled for model-year 2013.

(Continued on page 4)

("New Vehicle Review," Continued from page 3)

The 2011 Ram 1500 engine choices begin with a 4.7-liter V-8 rated at 310 horsepower and 330 pound-feet of torque. It's a good match for medium-duty work in this truck. Top-of-the heap is the 5.7-liter Hemi V-8 with 390



horsepower and 407 pound-feet of torque. Strong and smooth, this Hemi saves gas by automatically deactivating four cylinders

in low-demand idle and cruising. Both V-8s use a five-speed automatic transmission. Dodge was preparing to introduce a 2011 Ram 1500 Hybrid model but canceled the plan before production began. Aimed at maximizing fuel economy, the hybrid would have combined the Hemi V-8 with electric motors charged by on-board batteries. But slow sales of the similarly engineered Chevrolet Silverado 1500 Hybrid and Sierra 1500 Hybrid revealed very limited demand for gas-electric pickups.

Like all full-size pickups, the 2011 Ram 1500 is based on a rear-wheel-drive design and is one of only three full-size pickups (the Chevrolet Silverado 1500 /GMC Sierra 1500 are the others) to offer the convenience of full-time 4wd that can be left engaged on dry pavement. The driver can still choose to run in 2wd, but full-time 4wd is an advantage because the driver doesn't need to monitor weather and road surface to decide when 4wd should be engaged and disengaged. Full-time 4wd had been standard only on the Ram 1500's top-line Laramie model. For 2011 it's standard on the Sport version, too, and is included with the SLT's Big Horn package. The full-time 4wd system is Chrysler's new Active Transfer Case and Front-axle Disconnect setup. These two independent technologies are not offered together by any other manufacturer. The system seamlessly transitions between 2wd and full-time 4wd without driver intervention by disconnecting the front wheels from the drivetrain in order to reduce friction and rotational inertia. The Ram 1500's previous full-time 4wd system did not feature this disconnect. Dodge says the new system provides a fuel economy improvement of 1 mpg (combined city/highway), optimal traction, and improved performance. Both Ram 1500 4wd systems include low-range gearing for off-road use.

New features for the 2011 Dodge Ram 1500 continue to expand on an already broad choice of trim levels and options packages. Added for model-year 2011 in place of the former TRX4 configuration is the Ram 1500

Outdoorsman. This includes trailer-towing upgrades, lighting enhancements, all-terrain tires, and underbody protection for the benefit of active owners and off-road enthusiasts. Also newly available as a dealer-installed option is a fishing rod and gun rack that can hold two rifles or shotguns or six fishing rods. Also added is the 2011 Ram 1500 Laramie Longhorn edition. This new flagship rides on 20-inch aluminum wheels but concentrates mostly on interior enhancements. It gets a dressier instrument panel trimmed in burl walnut and an interior that can be clad in a choice of two exclusive leather treatments, one with laser-etched filigrees to suggest a hand-worked southwestern appearance. The front seatbacks include saddlebag-like flap-closure pockets. In addition to the standard Laramie's full feature set, the Longhorn adds items like a navigation system, remote starter, back-up camera, front ventilated seats, and rear heated seats. The 2011 Ram 1500 is offered with an impressive array of cargo and convenience amenities. Foremost is a cargo bed with insulated, drainable, locking plastic bins built into its sides which is offered only on Crew Cab models. The four-door versions also come with in-floor storage bins with removable liners that can double as rolling coolers. A factory-applied spray-on bedliner is newly optional across the model line for 2011. There are plenty of useful cubbies and pockets making the Ram 1500 a leader in in-cab storage. The Ram 1500 is already among class

leaders in infotainment, with available satellite TV, voice-activated navigation with real-time traffic and weather, USB iPod and Bluetooth cell-phone interface, even



mobile WiFi for the truck and its perimeter. It's available navigation system now includes software that's supplied by GPS-industry leader Garmin. All 2011 Ram 1500s standard safety features include head-protecting curtain side airbags for both front and rear seating rows and an antiskid system that includes trailer-sway control.

2011 Dodge Ram 1500 pricing hasn't changed much from its 2010 levels and again depends on cab style, bed length, trim level, and options. The base ST model with a standard cab starts out at \$21,510; it's \$25,565 with a Quad Cab and \$29,910 with a Crew Cab. Adding 4wd boosts those prices to \$25,965, \$29,975, and \$33,130, respectively. (All prices in this review include the manufacturer's destination fee; Dodge's fee for the 2011 Ram 1500 is \$900.) The 2011 Dodge Ram SLT versions are priced from \$25,755 for a regular cab and \$29,835 for a Quad Cab with 2wd and from \$29,325 and \$33,055, respectively, with 4wd. The Outdoorsman edition adds \$2,595 to the cost of an SLT. With 2wd, the 2011 Ram 1500 Sport

(Continued on page 7)

President's Corner

The November 2010 Tidewater Mopar Club, (TMC) meeting was held in the upstairs conference room at the Hall Chrysler Jeep Dodge Ram, (HCJDR) Used Car building on November 9th. There were 25 active club members present. This meeting was conducted by TMC's Vice President, Bob Kinker due to my yearly vacation to Phoenix, Arizona. New club Treasurer, Carl Swanson was also on hand to report the financial status of the club. The club was able to make donations of \$3000 in 2010 and current club balance at the meeting was \$3,534.10!

They discussed the up-coming cruise into the Mayflower Marathon on Sunday, November 21st the last day of the food drive and had previously voted to donate \$500 at the cruise. They also went over plans for the last club event of the year, the TMC Christmas party, which will be held at 7:00 pm on Tuesday, December 14th in our normal meeting room at HCJDR used car conference room. It will be very similar to last year's party out of popular demand. The club will be providing chicken and drinks. Like last year, there will be an assortment of dishes that everyone brings, please check our website to see what others are doing. We also will have some door prizes and for those who want to participate in the famous TMC gift swap, bring a wrapped appropriate automotive gift of no more than \$20. If you have any questions you can contact me, more information is put out on the website and thru the weekly e-mails.

Some changes to our club meeting location will start in January 2011. HCJDR will be renovating the new car showroom over the holidays, so this will be the last club meeting/event held there for the next several months until it is finished. Luckily for the club, an opportunity has been offered to the club to hold meetings at the Tidewater Community College, (TCC) Automotive Campus in Chesapeake. The TMC Board members and our TCC representative, Howard Didier will meet up at the school on Tuesday, November 30th at 7:00 pm to do an initial walk through to gather all the necessary information so we will be able to put it out to the club members at the TMC Christmas party. The plan is to start having club meetings there on Tuesday, January 11th 2011 at 7:00 pm. All the information concerning the changes will be posted via the TMC weekly e-mail, the TMC website and in the January 2011 TMC Newsletter. This should work out great for us and the new young mechanics attending the school which is sponsored by Chrysler (have a Viper!) and HCJD. Currently, they have a couple of 1969 Dodge Super Bees

that belong to the school and the students are working on as a school project!

The last club election ballots were turned in by attending members and by November 12th they were tallied up and the results were posted after the meeting. The following are the results from the elections and these are the Club Officers and Board of Directors for the next 2 years:

President – Butch Hora
Vice President – Bob Kinker
Secretary – Kevin Beard
Treasurer – Carl Swanson

Board of Directors:
Dick Collins
A.J Schnieder
Steve Hanke



Last thing that I want to address is the club membership renewals. Attached to your TMC December Newsletter is the 2011 TMC Membership form. The club dues hasn't changed, it is still \$20 bucks a year and you can send the renewal form with a check, money order or cash to the club mailing address. Or you can show up at the club meeting and renew in person. The club at one time this year hit the 180 active member mark, but unfortunately some members failed to renew and we fell back to a year ending total of 160 members. Actually, with the new membership card system we started in 2009, our next new member will be assigned membership card #201!

I hope everyone had a great Thanksgiving Holiday by spending it with family and didn't eat too much turkey! I also want to wish everyone a Merry Christmas and a Happy New Year! I want to thank all of the TMC Sponsors for their support throughout 2010 and I'm looking forward to them coming back in 2011 along with a few new ones. I'm also looking forward to meeting with the TMC Board of Directors in January to get the 2011 car show schedule and changes incorporated.

Remember 2011 is going to be TMC's 25th Anniversary of being a club! So, if you want to get more involved with the club and you have some ideas for club functions or shows, please don't hesitate to get in touch with me or one of the club Officers or Board members. Congratulations to Thomas Dickens, Charles's son who won \$41 bucks in the club meeting 50/50 raffle!



Ho Ho Ho, Mopar to ya!
"Butch" Hora
TMC President

TMC MOPAR MOMENT

“Fast Fish Saves the Day”

Article by “Butch” Hora and Pictures by Tom Stevenson

In October, TMC member Tom Stevenson needed a favor from the club. His daughter was picked for Kellam High School’s Homecoming Court and she wanted to ride in a convertible Mopar in the parade. So, Tom S. contacted me to see if I knew anyone in the club that could help him out. After several phone calls to some of the convertible owners in the club, I was able to find one that didn’t have plans for that Friday night and so I hooked Tom S. up with Tom Bond.

When Tidewater Mopar Club, (TMC) member Tom Bond was 15 years old (back in the day), he got to drive his neighbor’s 1965 Ford Galaxie convertible in his high school’s Homecoming Parade. He enjoyed that day so much that he ended up buying a convertible of his own. Fortunately, he bought a new 1969 Plymouth Barracuda convertible! Tom still has that car to this day and the car now sports the license plate “Fast Fish”. Tom B. has never forgotten that day and was very surprised when he was asked to return that favor 45 years later!



Some of you might remember Tom S.’s daughter Sam when she took home her first trophy, the People’s Choice Award, in her first show, the TMC/Hall Dodge Summer Show, with her 2006 turbo-charged PT Cruiser. Once she talked with Tom B. the date was set. The “Fast Fish” was the hit of the Homecoming Parade. Funny to think, that those Kellam students weren’t even born until the middle of 90’s, but they loved the 1969 with the rumble of its V8.

Tom S. said, “To be fair, there were a number of nice convertibles in the parade, including several Corvettes, an Oldsmobile 442, a couple of Mustangs, a BMW and a Mercedes Benz, but Tom Bond’s Mopar really stood out”. I find it ironic that Tom Bond was able to pay forward that happiness that he felt 45 years later by using his “Fast Fish” to save Sam’s day!



“TMC Members at VMP’s IHRA Nitro Jam”

Article and Pictures by “Butch” Hora

Virginia Motorsports Park, (VMP) long time sponsor of the Tidewater Mopar Club, (TMC) held its biggest show of the year on October 15-17th, the International Hot Rod Association’s, (IHRA) Nitro Jam World Finals and some TMC members drove up there on Saturday to watch all the action.

Thanks to Scott and Gary Benson getting there early we had some great seats in the front row across from the starting line.



Due to bad weather, Friday’s schedule was cancelled, but early Saturday morning the first round of qualifying for the Nitro Jam national event began, followed by the first round of time trials for the Tournament of Champions. A bonus round of professional racing, which included Top Fuel and Pro Fuel Dragsters, Prostagia Nitro Funny Cars, Street Boss and a number of additional classes filled the early afternoon. Sportsman racing resumed with the first two rounds of the Tournament of Champions, two time trials for the Summit Super Series and an additional qualifying sessions for Street Boss that lasted until the Nitro Jam professional show.

Then it was time for the real action which after the Pre-Race Ceremony once the sun went down. Nitro Jam Round 1 and the “Night of Fire” lived up to its reputation Top Fuel Summit All Stars, Pro Fuel, Prostagia and the thrill acts like,

Ken Nelson’s Wheel Standing “Cool” Bus, that did a full ¼ mile wheel stand at over 200 mph! For the real fire action, Les Shockley’s “Super Shockwave” Twin Jet Engine ’57 Chevy Truck and Les Shockley’s “Shockwave” Triple Jet Engine Semi literally burn up the track and blew the tower down!



It was an awesome day of drag racing and incredible night of fire action. Everyone had a great time and our

(Continued on page7)

("MOPAR Moment", Continued from page 6)

“fun meters” were pegged out by the drive home. I want to personally thank Bryan Pierce and his crew for always looking out for TMC club members. He told me that he is looking forward to the 2011 Drag Racing season and seeing all the Mopars back for “Mopar Madness” in June 2011!



("New Vehicle Review," Continued from page 4)

Quad Cab has a base price of \$34,800 and starts at \$36,995 with a Crew Cab. With 4wd, base price is \$34,360 for the Sport regular cab, \$38,020 for the Sport Quad Cab, and \$40,174 for the Sport Crew Cab. The 2011 Dodge Ram Laramie has a base price of \$37,580 for a 2wd Quad Cab and \$39,340 for a 2wd Crew Cab; 4wd versions start \$40,330 and \$42,485, respectively. The Laramie Longhorn edition prices won't be announced until early in calendar 2011. Among prices for notable options, the 5.7-liter Hemi V-8 on ST and SLT models is priced at \$1,310, a rear backup camera is \$200, the RamBox is \$1,895, the rear-seat DVD and satellite-TV video combo is \$1,695, and the spray-on bedliner costs \$450. Load them with options, and prices for top-line Laramie models and upper-level SLT Crew Cabs can easily cross the \$50,000 mark.

The 2011 Dodge Ram 1500 fuel-economy ratings are 14/20 for the 3.7-liter V-6, which comes only with 2wd. Fuel-economy ratings are 14/19 mpg for 2wd Ram 1500s with the 4.7-liter V-8 and 14/20 for 2wd Ram 150s the 5.7-liter Hemi V-8. Ram 1500s with 4wd and the 4.7-liter V-8 are rated 13/18 mpg and with 4wd and the 5.7-liter V-8 are rated at 13/19 mpg. Dodge recommends mid-grade 89-octane gas for the Hemi. Ram's other engines use less expensive regular 87-octane. The 4.7 V-8 can also run on E85 ethanol, but fuel economy declines by some 30 percent, to 9/13 with 2wd and 9/12 with 4wd..

("MemberRide", Continued from page 2)

going to let the car go, despite my wife's wanting to clear it out of the garage. Once my son was old enough to get his driver's license, he had the privilege of driving the coolest car at his high school. He even had his senior picture made in front of it. He then drove it to his first couple of years at the local community college. However, I let him know that it was time for him to get his own vehicle once he started to

work!! So, the Charger then went back in the garage, much to my wife's displeasure.

Shortly thereafter however my daughter called it back to duty. She was getting married and wanted me to take her to her wedding in the old Mopar Classic. So it was washed, waxed and detailed to perform that mission. I had to make sure it did not look too good however, as to not detract from the bride!!

Then it was back to the garage again, with my intentions to doing a restoration on the vehicle. I had a friend and co-worker who had been after me to let them do some of the work on the car. The interior and exterior of the car was in excellent shape since it had always been garage kept, however the engine compartment and rear quarter panel area needed work (it had a 1/2 mile dusty or muddy lane to traverse for several years). After initially wanting to just go back with it as a nice driver, one of my co-workers convinced me to make a full fledge restoration. The plan was to keep the car virtually original, of course that is except for the engine internals and exhaust system. A new competition cam, carburetor, hidden electronic ignition unit and Flowmaster mufflers were a must.

So after a couple of years of sending original components out for rebuilds or re-chroming, searching for a few missing or non-repairable items, it was finally finished just a few days before the 2009 Carlisle All Chrysler Nationals (not that these type of projects are ever really finished). After attending the show the previous year, it was the one show that I really wanted to be competitive in. After much washing, polishing and sweating, somehow the car and I made it to the show. To my and most of my friends amazement the non RT, non-Hemi came in first in the 1969 Stock Class over 9 other Chargers from all over the East Coast!

In case you still haven't figured out the title of this article, check my license plates, WONONR, ONE OWNER!!

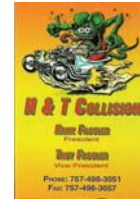


Jim White © Photography



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
Beach Radiator www.beachradiator.com	Glenn Davis	757-437-7800	10% Parts/labor
Oceana Muffler www.oceanamuffler.com	Ernie Hill	757-422-0944	10% Parts/labor
Gene's Transmission (Norfolk) www.genetransmissions.com	Wayne Dunham	757-461-3530	10% Labor
Maaco Paint Shop (Oceana) www.maaco.com	Neil Renvyle	757-425-5600	10% Parts/labor
H & T Collision (Body Shop)	Hank Fassler	757-498-3051	10% Parts/labor
Herb's Parts www.HerbsParts.com	Herbert Reynolds	302-376-8508	Best Price Available
Flatlanders Media Blasting	Aaron Bloch	757-440-1932	10% Labor
VA Motorsports Park www.VirginiaMotorsports.com	Bryan Pierce	804-862-3174	\$5.00 Discount (Friday)
Mancini Racing www.ManciniRacing.com	Wes Sheehy	800-843-2821	Best Price Available
Amsoil Independent Dealer www.lubedealer.com/ajs	AJ Schneider	757-285-8299	10% on Amsoil Products
Hart Architectural Signage	Rick Hart	757-420-5626	10% Materials/Labor
Freedom Mechanical, Inc.	Harry Paul	757-486-5896	10% Parts/Labor
Alpha Music, Inc.	Eddie Hancock	757-486-2001	Best Price Available & More
Auto Metal Direct	Neil Renvyle Rick Hart	757-425-5600 757-420-5626	10-15% Parts Ordered
Kalbones Speed Shop & Off Road	Cris Anderson	757-368-3726	10% Parts/Labor



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