

2009 Hall Dodge/TMC Fall Mopar Show & Food Drive

Article and Photos by "Butch" Hora

This was the third and last show that TMC and Hall Virginia Beach Dodge would put on in 2009. It was different than the past shows for several reasons. First, this was for a charity, we charged a \$10 registration fee to raise money for the Foodbank of Southeast Virginia (FBSEVA). Hall Dodge also had committed to collecting canned goods for the entire month of September, which was named "Hunger Action Month" by the FBSEVA. Second, there was \$500 in prize money being put up by Hall Dodge for



the 5 "Best of Show" awards! The last big difference for this show was the brand new P/A and sound system that our newest sponsor, Alpha Music Inc, gave us a killer deal on.

It was a warm Saturday morning for September 19th and the Benson brothers had the pig on the grill all night. Hall Dodge was open for business as usual when show cars, spectators and customers hit the parking lot. The new sound system was playing some inspirational Banjo picking music to keep Scott Benson smiling while he prepared the pig. Inside the showroom, General Manager Chris Colbert was putting the finishing touches. The new 2010 Challenger R/T was on display along with my 1970 to celebrate the 40 year anniversary of the Dodge Challenger. Rick Hart of Hart Architectural Signage, one TMC's great sponsors, provided us with an awesome 4 by 5 foot poster of a 1970 Challenger magazine ad that we titled "Forty Years of Challenging the Competition" Also in the showroom was a 2010 Dodge Ram display where people had been filling the bed with food all month for the FBSEVA food drive.



Throughout the day it cooled down a bit but the cars that showed up kept it hot. There were some awesome cars that hadn't been at any of our shows this year. Especially the winner of the "Dealer's Choice" award, Mike & Setsuko Austin's 1956 4dr Dodge Coronet, a

special order Texas Ranger undercover cop car that now sported a blown 392 Hemi! Another totally cool Mopar that pounded the pavement was a 1992 Dodge Daytona Drag



car with a 572 B-1 motor belonging to longtime TMC sponsor, Kurt Bosh of Magnum Machine Shop. He told me that he has run a 4.88sec/142.00mph in the 1/8th and

7.65sec/179.80mph in the 1/4 mile, that's quick!

There were 45 quality Mopars that registered in the show and several that just came to hang out. At the awards ceremony TMC was able to hand \$450 to Leslie Clarridge from the FBSEVA. Also, over the day we had collected an additional \$368 from all the generous contributions that everyone made all day, especially the money winners! I want to thank everyone involved in making the show a

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Dates To Remember

Oct 9-11 2009 Virginia NHRA Nationals

Virginia Motorsports Park
Petersburg, VA 23803

<http://www.virginiamotorsportspk.com/>

Oct 23-25 7th Annual Virginia Fall Classic

Newport News, VA

Events include cruise-ins, dinner, music, car/truck/bike shows and much more.

<http://www.vafallclassic.org/>

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Newsletter Editors

Chris and Bob Yates

OWNER: "Butch" Hora

RIDE: 1970 Dodge Challenger Convertible

ENGINE: 340 4bbl (1969 steel crank, x-head)

TRANSMISSION: 727 Torqueflite Automatic

REAREND: 8 3/4 3.23 sure grip

Article by: "Butch" Hora and Photos by: Chris Yates.

When I drove my convertible home for the first time, it was a dream come true. It was 2000, and somehow I had been able to find and purchase the exact car that I fell in love with back in 1976. They both were 1970 Y-1 Banana Yellow 318, 904 trans, 7 1/4 rears, Challenger convertibles. They were equipped identically right down to the door dink trim, luggage rack, AM/FM radio and air conditioning. It was truly a flash back. With 63,000 original miles on the odometer and the # matching motor/transmission freshened, it wasn't hard for me to just drive and enjoy it for several years. But like all good Mopar owners, we want to make them better. I wanted to upgrade this perfectly good daily driver into an R/T 440 Magnum clone. Hey, I knew I could not afford to get a real one with prices going through the roof, thanks to Barrett-Jackson.

The first thing that I needed was get the body perfect. The door dink trim was already off so this new body guy Barry whom I just met welded the 66 holes up. Luckily the car was in fairly good shape to start with, so I thought. Once the top, motor/trans, interior, dash, exterior trim, gas tank and all the glass were removed, I surveyed the body. The only real rust damage I saw was the center of the trunk pans. The original floor pans, firewall, frame and everything under the convertible top was in good shape. But once it was over at Barry's first body shop we found out that someone had replaced both rear quarters and the inner trunk extensions using some poor quality replacement parts. This is where a simple project can become a costly long drawn out one. I'm glad that I elected to go ahead and spend the extra bucks to fix it right, because once those old quarters came off there was a bunch of corrosion on the back side around the wheel wells you couldn't see. I purchased correct replacement metal for both quarters, the trunk including the extensions, went to the dual exhaust tip lower valance and a new dual scoop Goodmark hood. It would be a longtime before I drove her again. Once you get



body. The only real rust damage I saw was the center of the trunk pans. The original floor pans, firewall, frame and everything under the convertible top was in good shape. But once it was over at Barry's first body shop we found out that someone had replaced both rear quarters and the inner trunk extensions using some poor quality replacement parts. This is where a simple project can become a costly long drawn out one. I'm glad that I elected to go ahead and spend the extra bucks to fix it right, because once those old quarters came off there was a bunch of corrosion on the back side around the wheel wells you couldn't see. I purchased correct replacement metal for both quarters, the trunk including the extensions, went to the dual exhaust tip lower valance and a new dual scoop Goodmark hood. It would be a longtime before I drove her again. Once you get



in this deep on a car there is no turning back. There is an old saying that when it comes to bodywork, "You can get it done fast and cheap, but it won't be good". Or is it "You can get it done good and fast but it

TMC MEMBER RIDE OF THE MONTH



won't be cheap". All I know is I won't complain for the work that was done for the price I paid.

Once the metal work was done she went to be blasted and etch primed. Now in Squidley's new shop I pulled the rear out by the springs and the K-frame suspension out on the lift. The whole car was painted top to bottom using the correct Y-1 Banana color in base coat clear coat. Every part that went back on her now was new or re-furbished. The arrival of the new 2008 Dodge Challenger was getting closer and I still had not rebuilt the 440 and 727. Money was tight and gas prices were going through the roof so I went with a 69' 340 and 727 that was ready to go. I bought a few parts to make it look stock; the un-silenced air cleaner, the HP exhaust manifolds and exhaust system. I also replaced the convertible top, electric motor and lines. I upgraded from the stock gauges to the 8 grand tach R/T cluster and dash harness. The 3-speaker dash and door panels were in good shape for being original, so all I did was replace the carpet and re-upholstered all the seats using the leather option for the front. I converted from manual front drum brakes to the factory disc. Changed out the 7 1/4 to an 8 3/4 3:23 sure grip with rear sway bar. I stayed with the original Magnum 500 rims with P245/60R14 B.F. T/A Radials on all 4 corners.

I wasn't done, but it drove and looked pretty good parked next to the first 2008 Hemi Orange SRT8 Challenger that rolled off the trailer at last year's Hall Dodge Show. Hopefully I will put the 440 and the all the A/C stuff in next year. Even with the 340 every time I get behind the wheel of my convertible it is a dream come true!



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TMC SPONSOR SPOTLIGHT OF THE MONTH

BUSINESS: *H&T Collision and Service Center*
LOCATION: *2469 Castleton Commerce Way, Virginia Beach*
SERVICES: *Auto Body Repair and Paint*
OWNERS: *Hank and Troy Fassler*
TMC P.O.C.: *Hank Fassler - Phone: 498-3051*

Article by and Photos by "Butch" Hora

H&T Collision Center is a family owned business that was started by Hank and his son Troy in June 2004. Hank has 47 years experience of painting, doing mechanical, body, and frame work on cars. His experience started early when in 1960 his father had a gas station /auto body shop in Congers, New York. Hank would work with his father where he learned how to do body work the old fashioned way, with lead. The first car he had was a 1950 Ford with a flathead V8. He worked there honing his skills until he enlisted into the U.S. Army, where he spent the next three years. When he returned home his father had retired the business, so Hank took a job working at local dealership. 1972 was a great year for Hank, he bought a 1970 Plymouth Duster 340 with a 4-speed and married his wife Margaret. They would stay there in New York for years. In 1982 he bought a 1972 Z28 Camaro which had a blown transmission and was completely rusted out. After several years of hard work he had totally restored it. Proud of his work, he entered it into a large local car show and won 1st



place. Hank and his wife would take their vacations in Virginia Beach and liked it so much they moved here in 1986.

Hank's first job was working at Bay Chevrolet and later even worked at Virginia Beach Dodge for six years. He was getting tired of working for dealerships and wanted to start his own business. So, Hank along with his son Troy opened their first body shop in 2004 at London Bridge Park. In two years it grew so quickly that they moved to larger building across the street. Hank loves the old hot rods and is currently working on two projects, a 1934 Coupe and a 1957



Chevy. Another one of Hank's passions is for motorcycles, he currently owns a 2004 Harley Davidson Fat Boy.

The other half of H&T Collision is Troy Fassler, Hanks 24 year old son. Troy always had a passion for working on cars for as long as he can remember. He would visit his Dad at work when he was little and started working on cars himself when he turned 13 years old. His first car, that he still owns, is a 1995 Z-28 Camaro and he is also into big monster Dodge trucks. Currently Troy manages the body shop and does a little of everything. He also does some customizing his own vehicles when he has time. He has always loved to build his own custom creations which nobody else has and shoots for the "WOW" factor.



H&T Collision Center outgrew their last shop and moved last year to a brand new facility that is located of London Bridge Rd. across the street from Castleton in Virginia Beach. This brand new 12,000 square foot repair facility has given them more room and better equipment. They have a new Accudraft heated down draft paint booth and they utilize Auto Color paint mixing system. Also they have a new Blackhawk 3 post 360 degree frame rack and a Sonic 360 degree laser measuring system. All of the work that is done at H&T Collision comes with a lifetime warranty against any defects. Their staff has been carefully selected and are certified in their job requirements. Along with Hank and Troy, they have three body men, one sander & prep man, one fully certified painter, a detailer, and two estimators. The Office is run by Hanks wife Margaret and Daughter Brenda. Most of their business is insurance claims but they also do metal panel replacement & fabrication.



So TMC members feel free to stop by anytime for a free estimate, no appointment is needed. They also give TMC members a 10% discount on parts and labor. Remember their slogan, at H&T Collision,

"We make friends by accident".

“Right Place at the Right Time”

Article and Photos by “Butch” Hora

I smile when I remember the first time I drove a convertible Mopar. It was 1976 in Austin, Texas. I was in high school and my new girlfriend’s family had just moved there from California. Her older brother drove out a few months later in a 1970 Y-1 Banana Yellow Challenger convertible with his “hot” blonde girlfriend. He let me drive us all around that whole day. That did it for me. I swore that one day I would own one. I turn 50 years old this month, so I thought it was a good time to tell my story of how certain people and events enabled me to get my dream car, 33 years later. With old muscle cars high in demand and their availability limited, if you want to own a 1970 Challenger convertible today one of the following things would have to happen: (a) Have some serious cash in the bank. (b) Have some really good credit. (c) You inherit one. Or (d) you could have been lucky enough in your life to be in the “Right place at the right time”.

I was working in Medium Attack Wing One at Oceana in 1988 when I found a Challenger while looking in the trading post. “Blue” was a 1970 B-3 Light Blue Poly Challenger SE with a 318, 904 auto floor shift, 71/4 rear and drum brakes. It was a running and driving deal for 750 bucks. I was driving a 1977 Road Runner with a 318 4-speed that I had re-built back in 1984. I hadn’t found a 1970 Challenger that I could afford on the family budget since my real B-5 Bright Blue Poly R/T S/E back in 1978. Ironically, I



got that car from the same ex-girlfriend’s brother. He traded his 70’ convertible for it, but that is another story. Anyway, after driving “Blue” a

while I started looking for a donor car to clone “Blue” into an R/T S/E. That’s when I met this guy “Bob” who had a bunch of old muscle cars. We worked out a deal that helped him store some with me and I made some extra money. I would fix and sell them at a fair price, usually to some of my Navy buddies. I was raising a family and had no money to play with, so this was something I could do in my spare time at home. Plus, I was helping my friends to get some cool muscle cars.

Finally, after a long 8 month cruise on the USS Saratoga for Desert Shield/Storm in 1991, I was back at the beach doing some more cars and work on “Blue”. I found parts from junkyards, traded other parts and made a great deal with Ed Miller on a 69’ 340 to replace the 318 for now. I then bought a 73’

Ralley Challenger parts car where the 727 trans, disc brakes, 83/4 3:55 sure grip, rear sway bar, exhaust tip valance and Rally dash and harness came from. Had him painted B-5 Blue and put on a new black vinyl top. It was 1993 and I was ready to finally check out of VA-35, the “Black Panthers” and start some well earned shore duty at as an A-6 instructor. Now I would have some real time to work on the cars.

So there I was, happily driving “Blue” home through Ocean Lakes from work one day when I saw a real 1970 T-6 Dark Tan Poly, 383 Magnum Challenger R/T S/E sitting in a driveway. I immediately stopped and introduced myself to a LCDR who had just moved there from California. He had gotten the car from his uncle who had bought it new and even had the original California “Pink Slip”! I couldn’t believe it when he told me it was for sale. Anyway, a month later, a \$5,000 loan from Navy Federal and I owned it plus a shed full of extra parts! Now for the bad part, while my Mopar life was doing great, my personal life was not. Looking back, I guess I over did it with the cars a little. We had a nice house but no garage, so the 6 Mopars in the driveway, street and yard was a little too much for her and we separated. Anyway, my family is more important to me than the cars are so I ended up selling all of them, even “Blue”! I sold him to Ben North a really good friend that I met in 1982. He really loved Challengers and wanted to buy mine. The agreement was; if he ever sold “Blue”, that I would be the first one to get a chance to buy him back. That will come back into play later. I know you all are thinking “Butch, all your Mopars”! But, these are some of the growing steps that will lead to me getting my dream car.

A few months before that happened I attended my first TMC Mopar Madness Show that was held at Langley in the fall of 1994. I drove “Blue” up to the show following a guy I had just met, Scott Husa the owner of a Tor-Red 1970 AAR cuda’. It’s ironic that he would end up buying the real R/T S/E from me for his WIFE! He did a fantastic complete restoration on that car and I remember seeing his wife driving it around with a big smile on her face. But the

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(MOPAR MOMENT Continued from page 4)

real key to this story is Scott's friend, Roger Black who rode to the show with us and came back so pumped up that he later bought a one owner 1970 Y-1 Banana Challenger convertible with 43,000 original miles on her from Maryland. My dream car was around the corner! The first time I saw his Challenger was on Oceana back in 1995. For 5 years I watched Roger drive back and forth from Red Mill to Oceana. Every nice day he would have the top down and the original AM/FM radio blasting. Every once in a while we would talk and I would always tell him, "If you ever wanted to sell her, let me know". Neither of us ever thought that we would be having that conversation for real.

My instructor duty was almost over and sea duty lurking around the corner. I was really happy that my family was back together but with the kids in school and my future ex-wife going to nursing school while working at the hospital now, I was missing "Blue" bad. I wanted a Mopar so I started looking in the ads again. I also warmed my future ex-wife up to the idea and assured her it would just be one or two to make some extra money and stay busy. That is how it started anyway, I didn't know that I would meet this guy Rich who have a 74' cuda' for sale. We started buying, fixed and selling some old Mopars together, mostly at his house. By coincidence, he bought a house around the corner in Red Mill which made things even easier. This was a key step in getting "Blue" back. Rich,



already had B-7 Jamaica Blue Poly1970 340 Challenger when we met and I had just got a killer deal on a 1972

Barracuda with a 383 4-speed. It was originally a Petty Blue, 318, 3-speed AZ car that was rust free and had been repainted black, Rich's favorite color. Rich liked it so much, we traded my cuda' for his Challenger. Now I had the bargaining chip to work the deal with Ben. It a little cash and the B-7 Challenger convinced Ben into selling me back my blood sweat and tears. "Blue" was home again! To top it off Rich found a deal on a 1970 Chrysler 300 with a 440 4bbl with only 65,000 miles on it for \$600 bucks! You can guess where I put that year correct drive train, yep in "Blue".

The A-6 was gone in 1997 so I transferred into VF-14, the "Tophatters" where immediately began preaching the Mopar gospel from day one. Here I met "Ski" and his roommate, current member Mark Shade. "Ski" would buy the 74' cuda' and Mark bought his 69' Road Runner from Rich, their first Mopars. They both still have these cars today. Stay focused "Butch", back to the story. If you remember earlier I said that Roger lived in Red Mill and

Rich's house was in Red Mill. This is where over the next 2 years we did **a lot of work**. Roger would drive by in his convertible every once in a while and one day he saw "Blue" he stopped and asked me "You still interested in this car"? I told him, "Don't tease me Roger". Can you see where this is going? When getting a great deal, timing is everything. My future ex-wife was done with school and working full time makin' the "big bucks". So, in 1999 we sold our house in Ocean Lakes and found a bigger place. There was a pool for them and enough yard to build a 2 car shop for me. So we moved a whole 2 miles away to Southgate. This is where it all final came together. It was 2000 and I was getting ready to do my twilight cruise with VF-11, the "Red Rippers" before retiring in the summer of 2001. Roger's offer to sell me his convertible Challenger couldn't have come at a better time.

The move was done and the 2 car detached garage was built. So now I had a place to keep her. Only more thing needed to happen for me to complete the deal. I had 4 Mopars already, 2 - 71' 4 speed Road Runners, a 71' Charger S/E and of course "Blue". I had to sell at least 2 of the cars to raise the cash to make the deal and keep peace at home. As luck would have it, I sold 1 of the 71' Road Runners and the 71' Charger SE which now gave me enough cash to talk turkey with Roger. He wanted \$11,000 with everything, but that was a little more that I could come up with at the time. He needed some cash bad because he had just made a deal to buy some brand new Shelby Mustang. I know I couldn't believe he was making that mistake either. Well the deal ended up with him keeping the space saver spare tire and some other new parts He lowered the price to \$ 8,000 bucks and we made the deal! I



remember the feeling of driving her home that day, it was like 1976 again, except this time it was mine! Now every time I

drive her, I will always remember how lucky I was to be "In the right place at the right time".

(Hall Show Continued from page 1)

great success. Also, I was told personally by Debbie Mergi, the Events Manager at the FBSEVA to thank everyone at TMC & Hall Virginia Beach Dodge for the money and the 390 pounds of food that we delivered on September 30th.

For a list of the show winners go to:

http://tidewatermoparclub.com/forum/topic.asp?TOPIC_ID=3933

For shot photos of the show go to:

<http://good-times.webshots.com/album/574912242dKgwCx?vhost=good-times>

President's Corner

The September 2009 Tidewater Mopar Club (TMC) meeting was held on September 8th at Hall Virginia Beach Dodge with a group of 24 members present. Our special guest speaker was Glenn Davis, the owner of Beach Radiator who brought out 3 different cores to show how he can increase the linear inches of cooling using the same size radiator. That means you keep that original factory look and fit while retaining the part number on the top. Glenn gave members some very valuable information on keeping their Mopars running cooler. He also is capable of making correct factory A/C hoses and does full A/C system service on all vehicles. He answered everyone's questions and even stuck around to talk with some members after the meeting. Beach Radiator not only gives club members a 10% discount on parts and labor, but Glenn goes a step further by offering an additional 10% refund by writing a check to your church!

As far as any TMC events coming up, we are supporting the 7th Annual Fall Classic Car Show at Newport News Park on October 23-25. It is put on by the Virginia Peninsula Car Club Council (VPCCC) and TMC members are encouraged to attend the event. This year

again we are sponsoring 2 Mopar trophies for the show and with donations from a few of our sponsors are funding a 1/2 page ad in their show program. All the proceeds from the program and car show are going to the Children's Hospital of the King's Daughters (CHKD).

In other news, the TMC Officers and Board of Directors (BOD) bi-annual meeting was held in accordance with our by-laws on Sunday September 13th at my house despite the picnic being cancelled due to mud at VP Bob's house. It was a very productive meeting with all club officers, BOD members and 3 additional members present. Also, the club has an old/new treasurer, John Goodman has stepped up to take over the position till the next TMC elections are held in November 2010. A big TMC thank-you to out going treasurer, Wayne Hoferkamp for everything he has done for the club over the years. Make a note that TMC officially has a new mailing address. TMC Inc. P.O. Box 9243, Va. Beach, Va. 23450. We also want to welcome a new TMC sponsor, Alpha Music Inc. We want to thank-you for the awesome deal you gave the club on the new P/A sound system. It made our show sound great and it was alot easier for me to announce the awards. Last, 1 new member in September, total TMC membership is, 130!

Mopar to ya, "Butch" Hora

2009 Tidewater Mopar Club Membership Card Sponsors:

<u>Business</u>	<u>POC</u>	<u>Phone #</u>	<u>Discount</u>
Hall Dodge <i>www.halldodge.com</i>	Chris Colbert	502-8400	10% Parts/labor
Magnum Machine	Kurtis Bosh	424-1440	10% Labor
Beach Radiator <i>www.beachradiator.com</i>	Glenn Davis	437-7800	10% Parts/labor
Oceana Muffler <i>www.oceanamuffler.com</i>	Ernie Hill	422-0944	10% Parts/labor
Gene's Transmission (Norfolk) <i>www.genetransmissions.com</i>	Wayne Dunham	461-3530	10% Parts/labor
Maaco Paint Shop (Oceana) <i>www.maaco.com</i>	Neil Renvyle	425-5600	10% Parts/labor
H & T Collision (Body Shop)	Hank Fassler	498-3051	10% Parts/labor
Herb's Parts <i>www.HerbsParts.com</i>	Herbert Reynolds	302-376-8508	Best Price Available
Flatlanders Media Blasting	Aaron Bloch	440-1932	10% Labor
VA Motorsports Park <i>www.VirginiaMotorsportsPk.com</i>	Bryan Pierce	804-862-3088	\$5.00 Discount (Friday)
Mancini Racing <i>www.ManciniRacing.com</i>	Wes Sheehy	800-843-2821	Best Price Available
Amsoil Independent Dealer <i>www.lubedealer.com/ajs</i>	AJ Schneider	285-8299	10% on Amsoil Products
Hart Architectural Signage	Rick Hart	420-5626	10% Materials/Labor
Freedom Mechanical, Inc.	Harry Paul	486-5896	10% Parts/Labor
Alpha Music, Inc.	Eddie Hancock	757-486-2001	Best Price Available & More

