

## SPEED TV's "Pinks All Out" comes to Virginia Motorsports Park

Article by "Butch" Hora and photos by Chris Yates

The popular SPEED TV show "Pinks All Out" took over Virginia Motorsports Park (VMP), the first weekend in June to film one of this season's new episodes. This worked out great for TMC because VMP is one of our best sponsors. So, when it came time for their biggest show of the year, VMP took good care of the club by providing us with 20 free passes and a display area for some of the club cars! This was a great opportunity for us to promote our Mopar Madness show coming up the following weekend.

I rolled into VMP pulling the club trailer around lunchtime Friday and the first thing I noticed was that the pits were full! There were all kinds of trailers and displays along with 522 race cars getting ready to start making time runs. I meet with the track's General Manager, Bryan Pierce who directed me to park behind the chains, in front of the "Hot Rod Grill" and right next to the starting line fence! About that time, Bob and Chris Yates show up with their tent, they volunteered to help out with the show both days. It really was a great spot because we could talk with spectators, sell some t-shirts and still see the track from our display!



Before any of the racers went down the track, the show's star starting man, Rich Christensen got all the drivers up into the grandstand so he could explain the show's rules and show them his famous arm drop starting method. He also reminded them of the \$10,000 grand prize that would go to the winner. That got everyone's attention! It was really hot weather for June, over 90



degrees with 90% humidity by the time the first group of 50 cars reached the staging lanes. Things were a little slow at first, but after several rounds they were launching a pair of cars down the track about every 40 seconds. It was non-stop racing all day except for some breaks in the action to move a disabled car or to clean the track. It was dark when the last of the 522 cars were done making their second run for the day. We were all pretty tired by the

*(Continued on page 3)*

### Dates To Remember

- July 9-11 All Chrysler Nationals**  
Carlisle Fairgrounds, 1000 Bryn Mawr Road  
Carlisle, PA 17013
- July 31 4<sup>th</sup> Annual Hall/TMC Summer Mopar Show**  
3152 Virginia Beach Blvd.  
Virginia Beach, VA 23452
- Aug 14 TMC Picnic - VP Bob Kinker's House**  
1221 Taft Rd., Chesapeake, Va

### Club Officers

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Newsletter Editors

Chris and Bob Yates

## TMC MEMBER RIDE OF THE MONTH

**OWNER:** *Frank Wheatley*

**RIDE:** *1969 AMC AMX - Regatta Blue w/ Platinum Interior (1 of 733) Go-Pack Option Package. Total Production in 1969 = 8293*

**ENGINE:** *343 4 bbl, 280HP w/ 365 lbs. Torque*

**TRANSMISSION:** *T-10 Borg Warner 4-Speed*

**REAR END:** *AMC 20 ? 3.54:1 posi traction*

*Article by: Frank Wheatley and Photos by: Chris Yates*

My love of cars comes from my dad (who was always a Mopar man even if he did buy station wagons!) who while not a hot rodder, he was a pretty good backyard mechanic. He taught me the basics and I took it from there. My first "real" car was a 1968 Javelin, 6 banger with a "3 on the tree" which I drove my senior year in high school. After some pretty bad bodywork on a crushed



rear qtr. panel, Dad and I painted it Big Bad Blue in the garage. At the time I was working at Tidewater Hatch on VB Blvd installing T-Tops in GMA and F bodies. For all of us old timers,

the same person who owned The Van House of Virginia Beach, owned the company.

Just so happened that a U.S. Navy Chief, Dave Redman, lived in our neighborhood and he had a Big Bad Blue 1969 AMX racecar, the "Nash Man" that he ran at Creeds and Suffolk, and towed behind a Matador Red 1969 AMX. The "Nash Man" with a cam, headers and aluminum intake turned 10's in the 1/5 mile at Creeds and 12's in the 1/4 at Suffolk. Several of us neighborhood teens called ourselves his pit crew and managed to help him whenever we could while learning a lot of things along the way.

Continuing with dad's love of Mopar, I found a Hemi Orange 1971 Duster 340 complete with Hounds Tooth bench seat interior, which was later replaced with a set of buckets. This car found it's way to the strip on Atlantic Ave in Va. Beach on many Friday and Saturday nights. This was in the days when there were two cops on the strip and stoplight to stoplight racing was very popular along with the occasional trip to Shore Drive to air 'em out.



After blowing an engine, convincing dad that putting in a shift kit would help the transmissions life (it's sweet to bark the tires over when you hit second), installing a sunroof and trading a sunroof for a paint job, I found my next victim, a 1973 340 Challenger, brown, black vinyl roof and interior complete with a "slap stick" shifter. Managed to put this one in a ditch one early morning. This did some suspension damage to the Challenger, so it was back to the Duster. Once the Challenger was fixed I got out of the muscle car life, but never lost my love for the cars.

Fast-forward to 1999 and I had the itch to find another car. My search took me to Lynchburg, Virginia where I found a Y2 Sun Fire Yellow 1970 Duster 340. I drove home that afternoon and that car was a blast. I reupholstered the front buckets, repainted it Lemon Twist Yellow and started taking it to shows. I even won a couple "Best in Class" trophies at the Mopar Madness shows. Later I blew the 727 out and had a rebuild it (just love to hear those tires bark!). Had lots of fun with that car, shows, and drag racing at Hertford and Virginia Motorsports Park. Sold her to a guy from Illinois who as far as I know still races her today.

In 2004 found a beautiful 1970 AMX, 390, Auto, Ram Air, Go Pack problem was it was in Seattle. Talked to the owner on Friday, my wife, Sherry and I flew there the next day and bought the car for \$15,000. Arranged to have it shipped in a closed carrier. A few days after returning, the owner of the AMX called me and said someone else was interested in the car and wanted to talk to me. I called him the next day and after 3 offers, sold it to him for \$25,000! The problem was I didn't have the car yet! When it finally arrived, 4 weeks later, I got to keep it for 10 days before the new owner came and took her to Florida.

So I started my search again, this time staying a little closer to home finding my current 1969 AMX near

*(Continued on page 3)*

*("Pinks All Out", Continued from page 1)*

time we got to our hotel room and we knew tomorrow was going to be even more exciting!

Early Saturday morning 4 club members: Dick Collins in his 1964 Dodge Dart Convertible, Rick Hart in his 1970 Hemi Road Runner, Mike Payette in his 1970 Dodge Challenger S/E and Dave Potter in his 1969 Dodge Charger R/T S/E met and cruised up to the track. Once they were parked in our display area, people began to crowd around the TMC club cars. It wasn't long before people realized we were the only car club display there at the show. Even a few Ford and Chevy guys stopped by to tell us that they were really impressed with the club.

They continued to run all morning and by the afternoon Rich was ready to announce the final 64 cars that were moving on to the next round. He asked for the drivers to come down onto the starting line to read the names and wish them good luck. It was so hot now that even Rich was making comments about the sweltering 100-degree temperatures with 95% humidity. They even had to stop and dry the track cause the pavement was sweating water! So from a 522-car field, we were now down to two groups of 32 cars each, of which they were the tightest matched 10.0 and 11.0-second cars.



While the "Pinks All Out" crew were working to pick the class winners with the closest times, VMP entertained the fired-up crowd with exhibition runs from some special cars that included funny cars. One happened to be one of our club sponsors, Kalbones Speed shop & Off Road. VMP also asked the club to provide some Mopars to make exhibition runs. First was our own Vice Prez Bob Kinker, who ran his 1964 Plymouth Fury against new club member Ronnie Williams's 1974 Plymouth Duster. Next, was a pair of impressive 9-second runs from 2 more new club members, Thomas Russell in his 1973 Dodge Dart and Steve Moths in his wild 1964 Dodge AFX that did a 1/8 mile burn out! VMP even had a couple of Monster Trucks to run the 1/4 mile and later they proceeded to crush some junk cars in front of the crowd to promote their June 26<sup>th</sup> Monster Truck show.

The sun was starting to go down and our club display cars decided to start their journey back home together. Overall it was good show for the club, we got



some new members, sold \$250 worth of t-shirts and handing out all the rest of the Mopar Madness flyers. We packed up the trailer and decided to hang out to watch some more of the racing. It was no surprise to see more people in the stands in the evening than during the day since the sun went down, but it was still HOT. They had some issues with the lights, so racing was delayed and it was getting late. It was already 10 pm by the time they were getting ready to run the final sixteen and we were beat, so we decided we'll just have to watch the TV episode to see how it turned out. By the time I rolled in the driveway at midnight, I was very glad to sleep in my own bed with the AIR CONDITIONING ON! I want to thank Bryan Pierce and all the crew at VMP for everything they did to promote our show and take care of the club, especially by giving us the awesome front row spot. Also, thanks to everyone who participated in the show by driving their rides in the unbearable heat to show everyone how the Tidewater Mopar Club rolls! **I just got the word today, that the "Pinks All Out Show" from VMP will air on Speed TV at 8:00pm on August 12!** For more cool pics from the show go to: <http://rides.webshots.com/slideshow/577992698tMrihm>

*(Members Ride, Continued from page 2)*

Kings Dominion and drove her home one Saturday afternoon in November 2004. I spent the winter rebuilding the front suspension, (for those of you who know about AMC's they used trunnions instead of upper ball joints until 1970), set out disassembling the car to get ready for body/paint. I finally got it back late in 2005 and started reassembly finishing up in May just in time for the Boardwalk show. This was her first show and you can imagine how I felt when TMC voted her Best in Show! Since then, I have continued to show her off and won several best in show trophies. She now has a stable mate, a '68 AMC Rebel SST that is getting ready for body and paint. The Rebel has 68,000 original miles and lots of documentation. Hope to have her ready for 2011. Thanks to TMC for allowing us "orphans" into the club and showing your true love of cars even when they are made of a hodge podge of parts.

# “The History of the Tidewater Mopar Club”

(Part 1)

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

## TMC MOPAR MOMENT

### In the Beginning...

Ever wonder of the history of the Tidewater Mopar Club? How it was formed and why? Or how about the history of car clubs in general, or even the history of Mopars and the automobile? Well let's start in the beginning. One day, man found a round stone and noticed it would roll down a hill. ...on second thought; we probably don't have the newsletter space to go back that far. So let's start with the first car club, the Antique Automobile Club of America (AACA).

The AACA was formed from a small group of men who attended Antique Automobile Derbies in connection with the Automobile Show in Philadelphia that began in 1931. After the fourth such Derby, Mr. Frank Abramson and Mr. Theodore Fiala conceived of the idea to form an antique automobile club from among the previous year's Derby participants. They approached Mr. Jack Dlugash, promoter of the Derbies, for the participant's names and addresses, which he gladly provided. Their letter, dated September 20, 1935, successfully interested the derby participants in forming an organization. A meeting was held on November 4, 1935, in the auditorium of the Automobile Club of Philadelphia. Attendance included the fourteen founder members, plus the wife of one. This was the birth of America's first historical automotive society, the Antique Automobile Club of America.

Over the next few decades, AACA was one of few organizations with automotive preservation in mind. Although automobile clubs formed throughout the 1950s and 1960s, lasting clubs were few with mainly those associated with automotive sporting/racing activities surviving. Clubs were formed by groups of young adults (the baby boomer generation) and often fizzled as the generation started their families.

As a result, automotive restoration as a hobby remained largely in its infancy well into the 1970s. In the 1970s, the gas crisis impacted everyone and many people simply parked or junked their 1960 era vehicles in favor for more gas efficient cars. Although you could still see a number of circa 1950 and 1960 cars on the road, the great majority was rusting in junkyards or being consumed by the local county fair demolition derby. However, if you had \$50.00 in 1970, you could still buy a pre-war vehicle from your local used car dealer, including model T's. The

local auto parts store would often carry parts for the model T, and what they didn't have you could order from JC Whitney.

This brings us to the 1980s, which was a key time in the evolution of the automotive restoration hobby. The gas crisis in the mid 1970's had killed the muscle car and many were parted out or junked in favor of more economical cars. In parallel, the baby boomers were coming of age and now had disposable income to spend on the memories of past days of high performance and racing, but the muscle cars of their youth were beginning to become scarce. Suddenly in 1981, the demand for muscle cars and antique automobiles and the ever-dwindling supply caused prices to skyrocket. This increase in appreciation is what gave birth to automotive restoration industry. The desires of this generation are the motivating forces that drove the formation of the Tidewater Mopar Club. Similar to the AACA in the 1930s, a common interest to preserve Mopar Muscle Cars motivated the group of car lovers to form a club.

### Pre-1986 – Wayne Wooten (President - Chrysler Muscle Car Owners Club)

Back in the early 1980s a small group of Mopar Nuts hung out on Fridays at Smitty's Better Burger on King Street in Hampton and would talk Mopars to anyone who'd listen. In 1984, Wayne Wooten thought the group could use more structure and decided to start “CMCO”, which stood for “Chrysler Muscle Car Owners”. The club went rather well for about two years. Wayne was the President, and John Vukovich (Founder and first president of TMC) was heading up the newsletter, the “CMCO News”.

Wayne was also a huge Dodge Charger enthusiast and while running the CMCO he also formed The Dodge Charger registry (TDC) ([www.dodgechargerregistry.com](http://www.dodgechargerregistry.com)). At the time, little did Wayne know what an impact his effort to form CMCO and TDC would have on the Mopar restoration hobby. Soon after Wayne started [TDC](#) he got in touch with Warner Brothers to see if he could get the records of the serial numbers of all the Dodge Chargers they used in the Dukes of Hazzard TV Series. Wayne had been corresponding with Warner Brothers (specifically the head of the transportation department) for quite a while, and they were quite impressed with the way he ran the [registry](#). Somewhere in all this correspondence they told Wayne they had quite a few parts left over from the Chargers

(Continued on page 5)

## President's Corner

The June 2010 Tidewater Mopar Club (TMC), meeting was held in the upstairs conference room at the Hall Chrysler Jeep Dodge Ram Used Car building on June 8<sup>th</sup>. We had 32 active club members present along with some old and new faces. One old and new face that rode in with lifetime member Ed Miller was Ashley Head. He is a former TMC member and a longtime Mopar enthusiast. Ashley comes all the way from "down under" in Australia to hang out with Ed and work on Mopars! It was also great to see Dana Byrum come out in person to renew his club membership. Glad to see you feeling better Dana!

This month's meeting was all about the final details for the Mopar Madness show coming that weekend, so there was no guest speaker. But, I was glad to see Rick Hart come walking in with a new tinted windshield for my 1972 Duster, so I used it for "show and tell". The accurately reproduced windshield is licensed by Chrysler and even has the authentic Pentastar logo. It was part of the club's 2<sup>nd</sup> large order this year from club sponsor, Auto Metal Direct. It was delivered (no charge!) to another club sponsor, Hart Architectural Signage. If you're thinking about ordering some new sheet metal, new bumpers or a new windshield let me know so we can do another order in the future.

I was feeling sun burned out from just spending a HOT weekend with the club trailer at Virginia Motorsports Park (VMP), for the filming of SPEED TV's "Pinks All Out" show. My voice was still hoarse from talking over the loud race cars, so it was great that everyone was pumped up and talking about the show. I think that is one of my favorite parts of the meeting, just listening to all the different conversations going on.

Anyway, the next event for some TMC members will be "Chryslers at Carlisle" in Carlisle, Pa. on July 9, 10 and 11<sup>th</sup>. If you have never attended this show, it is definitely a must see for Mopar lovers. Locally, our next TMC event is the "4<sup>th</sup> Annual Hall Dodge/TMC Summer Mopar Show" which will be held in the used car parking lot at the Hall Chrysler Jeep Dodge Ram dealership. This year the club voted 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. As always, there will be some awesome free food provided by our sponsor, Hall Chrysler Jeep Dodge Ram.

The current club membership is still around 160 members. We are always looking for members who want to get involved with the club events. If you have some ideas of how to make the club better, this 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. Lastly, out of pure luck we had a repeat winner of the club 50/50 drawing at the meeting, congratulations to Bill Laurent who won again \$33.00 bucks!

Mopar to ya!  
"Butch" Hora  
TMC President

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*("Mopar Moment" Continued from page 4)*

used in the show and offered to donate them to the [registry](#). When he flew out to California to inventory the random stacks of fenders, hoods, doors and other parts to arrange the shipping, they "accidentally" showed him that they had 19 relatively complete General Lee Chargers hidden behind a tall fence! See <http://pages.prodigy.net/tcwinfk/general.html> for the rest of the story, it's quite a tale!

Shortly afterwards, Wayne decided to move out of the Hampton Roads area to Keysville, Virginia. As a result of his move however CMCO was forced to disband as Wayne stated, he'd rather not have anyone continue to use the club's name or logo after he left the area. So, that was that! But that original group of guys, which Wayne organized, continued on to form the Tidewater Mopar Club. Had Wayne chose differently, we most likely would be referring to our club as the CMCO! Wayne maintained close ties with the club for many years and he continues to run the National Charger Registry.

For more on the history of the Tidewater Mopar Club, check out next month's edition of TMC Newsletter.

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## TMC News Update

On June 8th, Chris Colbert, General Manager of Hall Chrysler Jeep Dodge Ram, gave TMC a check for \$600 to pay the \$20 membership fees for 30 new Mopar owners that purchased 2010 Hemi Challengers and



Chargers from his dealership. Thanks to Chris Colbert for all the support, Mopar to ya Chris!

# 2010 Tidewater Mopar Club Membership Card Sponsors:

<u>Business</u>	<u>POC</u>	<u>Phone #</u>	<u>Discount</u>
<b>Hall Dodge</b> <a href="http://www.halldodge.com">www.halldodge.com</a>	Chris Colbert	757-498-2200	10% Parts/labor
<b>Magnum Machine</b>	Kurtis Bosh	757-424-1440	10% Labor
<b>Beach Radiator</b> <a href="http://www.beachradiator.com">www.beachradiator.com</a>	Glenn Davis	757-437-7800	10% Parts/labor
<b>Oceana Muffler</b> <a href="http://www.oceanamuffler.com">www.oceanamuffler.com</a>	Ernie Hill	757-422-0944	10% Parts/labor
<b>Gene's Transmission</b> (Norfolk) <a href="http://www.genetransmissions.com">www.genetransmissions.com</a>	Wayne Dunham	757-461-3530	10% Labor
<b>Maaco Paint Shop</b> (Oceana) <a href="http://www.maaco.com">www.maaco.com</a>	Neil Renvyle	757-425-5600	10% Parts/labor
<b>H &amp; T Collision</b> (Body Shop)	Hank Fassler	757-498-3051	10% Parts/labor
<b>Herb's Parts</b> <a href="http://www.HerbsParts.com">www.HerbsParts.com</a>	Herbert Reynolds	302-376-8508	Best Price Available
<b>Flatlanders Media Blasting</b>	Aaron Bloch	757-440-1932	10% Labor
<b>VA Motorsports Park</b> <a href="http://www.VirginiaMotorsports.com">www.VirginiaMotorsports.com</a>	Bryan Pierce	804-862-3174	\$5.00 Discount (Friday)
<b>Mancini Racing</b> <a href="http://www.ManciniRacing.com">www.ManciniRacing.com</a>	Wes Sheehy	800-843-2821	Best Price Available
<b>Amsoil Independent Dealer</b> <a href="http://www.lubedealer.com/ajs">www.lubedealer.com/ajs</a>	AJ Schneider	757-285-8299	10% on Amsoil Products
<b>Hart Architectural Signage</b>	Rick Hart	757-420-5626	10% Materials/Labor
<b>Freedom Mechanical, Inc.</b>	Harry Paul	757-486-5896	10% Parts/Labor
<b>Alpha Music, Inc.</b>	Eddie Hancock	757-486-2001	Best Price Available & More
<b>Auto Metal Direct</b>	Neil Renvyle Rick Hart	757-425-5600 757-420-5626	10-15% Parts Ordered
<b>Kalbones Speed Shop &amp; Off Road</b>	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