

## “Hog & Dogs Mopar B-Que Car Show”

Hosted by: Middle Peninsula Mopar Association

Article and Photos by MPMA President & TMC member: Tim Keefer

The show was held on Saturday, August 15th and we had a total of 20 Mopars at the “Hog & Dogs Mopar B-Que.” On Friday we made the judgment call to go ahead and hold the car show despite the 30% chance of rain. One main good reason was because the brisket being served would take 14 hours to smoke and cook.

The day started off with me leaving home in Gloucester at 7:30am with sunny skies. I thought the weather was going to hold off until the evening as the local news was saying. Some MPMA club members met at Hayes Hardees for breakfast and that’s when I got the phone call that said it was raining in Newport News.



However, the sun was shining in Gloucester, so off we went cruising down Route 17

to Hog & Dogs in Denbigh. As soon as we crossed the bridge and went about 5 miles, it started raining. We quickly setup the tents and tables so we would have a place to get out of the weather. It rained on and off until about 10:30am, then the skies cleared, the sun came out and the Mopars started to enter the show.

Some TMC members showed up while others, like John Alman, who email me stating it had been raining in Suffolk all day and were wondering if the show was going to be postponed until Sunday. However, as I said, the skies were sunny here and the show was going on. The \$5 Brisket platters were flying out of the restaurant and the owner of Hog & Dogs said, “it was the busiest they have ever been and invited us back again anytime MPMA wants to put on a show there.”

We had 6 new members join MPMA at the event. Trophies were handed out to "Best in Class" winners, and 2 specialty trophies were given to "Best in Show" and "Best in Show" runner-up. Overall, this was one of the best local shows, that I been a part of for sometime. It reminded me of the days, 10-15 years ago, when TMC used to host Mopar only shows at Poquoson Motors in Hampton or Fort



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## Dates To Remember

- Sept 13 TMC Picnic** at Vice Prez, Bob Kinker’s House; 1221 Taft Rd., Chesapeake, VA  
10am to whenever, bring covered dish if possible;  
**BOD Meeting** for all club members.
- Sept 19 Hall Dodge Show n’ Shine** cook out.  
Last TMC event of the year!  
9am-4pm at Hall Dodge, 3443 Virginia Beach Blvd, Virginia Beach, VA. Registration 8am-12, \$10 with 100% to the Foodbank of Southeastern Virginia. Awards given out at 3pm.  
Five "Best Of" categories - \$100 cash each.

### TMC on the Web

<http://www.tidewatermoparclub.com>

## Club Officers

### President

Butch Hora ([vamopar1@cox.net](mailto:vamopar1@cox.net) 757-427-3094)

### Vice President

Bob Kinker ([robertkinker@cox.net](mailto:robertkinker@cox.net) 757-421-4176)

### Treasurer

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### Board of Directors

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Steve Hanke ([stevehanke@hotmail.com](mailto:stevehanke@hotmail.com) 757-497-2427)

Newsletter Editors

Chris and Bob Yates

**OWNER:** Kevin & Loretta Beard  
**RIDE:** 1971 Plymouth Satellite Sebring Plus  
**ENGINE:** 383 w/4bbl  
**TRANSMISSION:** 727 Torqueflite Automatic  
**REAREND:** 8 3/4 3.23 sure grip

Article by: Kevin Beard and Photos by: Chris Yates

### Me & My Schade

Back in 1977 I was a hardworking physics undergrad, and while I fixed my cars from necessity, I was in no way part of, nor even aware of, the car hobby. I had just returned from a half year at a nuclear research institute in Germany and a good buddy of mine, and car nut, Egor (now gone, alas! I always thought he'd be dancing on my grave.) took me along to visit a friend of his on the north



side of Detroit. In the driveway sat a Rallye Red 1971 Plymouth Satellite Sebring Plus. I was immediately struck by the flowing lines of its fuselage style and loved it at first sight. It had the black vinyl roof, black

interior, A/C, bucket seats, slapstick floor mounted automatic, power steering, front disc brakes, the Rallye cluster w/o tach, and 14" Rallye wheels. It belonged to the friend and his brother; they got it from their grandmother who bought it new on their advice. I asked, and was told they were thinking of selling it. My grandparents helped out and I immediately bought it.

It had the 2bbl 383ci V8, 727B automatic, a 2.45 8 1/4" rear; single 2 1/4" exhaust, no front nor rear sway bars, bias ply tires, a rubber freeze plug, a snapped-off lug nut and ran on 7 cylinders. With 60k miles, it had seen hard service in salt and slush, but wasn't rusted overly much. For more than the next two years it was my daily driver. It was a good highway cruiser, but rather slow and turned like a boat. I had things go wrong, but fortunately my Uncle Jim (also now long gone) was an extraordinary car guy and told me how to fix it, or where to take it when things got too strange.

For example, when the steering suddenly started boosting away from the center (so it was very hard to go straight – it wanted to go all the way right or left), my uncle Jim told me to take it to the 2nd best front end guy in Detroit. I asked him why the 2nd best guy, and he told me that the best guy was on vacation.



## TMC MEMBER RIDE OF THE MONTH



That guy told us what was wrong – an O-ring in the top of the steering box had failed – and I fixed it myself.

While in graduate school, I was given a car magazine and discovered the whole muscle car culture; about the same time, my poor Plymouth got rear ended. I refused to total it and so took it to my Uncle Sasha's body shop. He had a slow time at the shop, and so surprised me by redoing the whole body and wouldn't accept any payment; he then asked me what color I'd like. After much thought, I chose a 1974 metallic silver frost (I never dreamed it'd be such a hard color to match later!). Things got busy at his shop so the car waited over 2 years for paint (somehow the original bucket seats got lost then, which is why it has '74 seats now).

During that time, some relatives from Germany came to visit and I proudly showed them the car still in primer – they said "schade", German for "too bad" or "unfortunate", and the name stuck. Eventually, the paint went on and the car looked great, but the drivetrain had >100K miles of hard use and neglect. I've never seen a cruddier engine inside – the oil had coked throughout and, except where removed by moving parts, had to be chiseled out. So from 1979 on I worked on it when I could, going to a stock 4bbl manifold, dual exhaust, Mopar electronic

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**BUSINESS:** *Beach Radiator & A/C Services*  
**LOCATION:** *1776 Virginia Beach Blvd.*  
**SERVICES:** *Radiator, A/C & Heat Transfer Repair and Service*  
**OWNERS:** *Glenn and Monica Davis*  
**TMC P.O.C.:** *Glenn Davis 757-437-7800*

*Article by Glenn Davis and Photos by "Butch" Hora*

To begin, I would like to tell you a little about who we are at Beach Radiator and Air Conditioning Service. The business is family owned and operated, since 1992. I am a second generation radiator technician. I had the privilege of growing up in my dad's radiator shop in Chesapeake. I started working Saturdays and during the summers at the age of 12, which



continued till I was 17. My dad was a regular weekend racer at Suffolk and Creeds Raceway, so we grew up around the tracks watching dad doing burnouts with his cars. He raced a 1965 Plymouth Fury with a big block that would bring the front wheels off the ground. I think my most memorable Mopar moment was when dad was buying a Super Bee from R&R Auto Sales on Little Creek Road in Norfolk. It had the pistol grip handle four speed behind a 383 and when he pulled off the lot he smoked the tires in 1st, 2nd, and 3rd gears. I can remember standing there as a little boy and that for some reason has always stuck with me. I can still see it happening. After leaving my dad's shop and finishing High School, I went on to work for many years in a large radiator shop in Norfolk. Later on, I was offered a higher position at another shop that I filled for a short time before taking over Beach Radiator in 1992. So, at the age of 44, I have now been around radiator shops for 32 years.

I am very proud to introduce the rest of our staff. First, is my brother Billy, he also grew up working in dad's shop and has been with us for 12 years. He specializes in a lot of heater core, evaporator removal / replacement that involves dash work, A/C servicing, and diagnostic. Billy also does most of the radiator installs and is just as talented working on radia-



## TMC SPONSOR SPOTLIGHT OF THE MONTH

tors or what ever else that we may get in the shop as the rest of us are.

Second, next to me, is Jimmy Cline, we are very grateful that he has been with us the last ten years. Jimmy has been around hot rods most of his life; he is certified as a GM technician and is one of the best service writers I have ever worked with. His ability to find parts and explain to customers about their cars has been a great asset to the shop. More than just working together, Jimmy is a man that has a heart for God and has been a lot of help teaching me scripture and helping me with my personal walk.



Third, we have the honor of John Wese working with us. He too is a second generation radiator man, has been around shops most of his life and if we were to tell you of all his experience we would need to do a whole article on him alone. God has really blessed us with him being around. To get back to the shop, with all of this experience we are sure that we can help with any heat transfer or cooling problem that you may have whether it be under the dash or under the hood. We are known also for our ability to flush out heater cores and clean up a lot of those long-term anti freeze sludge problems that we are experiencing now days. We also do a lot of industrial, marine and truck heat exchangers, radiators, a charge air cooler, oil to water unit and oil to air as well. Beach Radiator is also a radiator, A/C condenser, A/C components, heater core and fuel tank direct distributor from several of the manufacturers so our wholesale prices are very competitive.



So with all that being said, let's get to what we can do for the TMC Club. For the radiator side of things we offer several solutions on figuring out what core would do the job for your restoration or increase of horsepower. All the re-cores that we offer we like the fact that it keeps the factory numbers on the top tank in place, that original look

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**Title: Hot Rod Garages**  
**Author: Peter Vincent**  
**Publisher: Motorbooks**  
**ISBN 978-0-7603-2696-1**

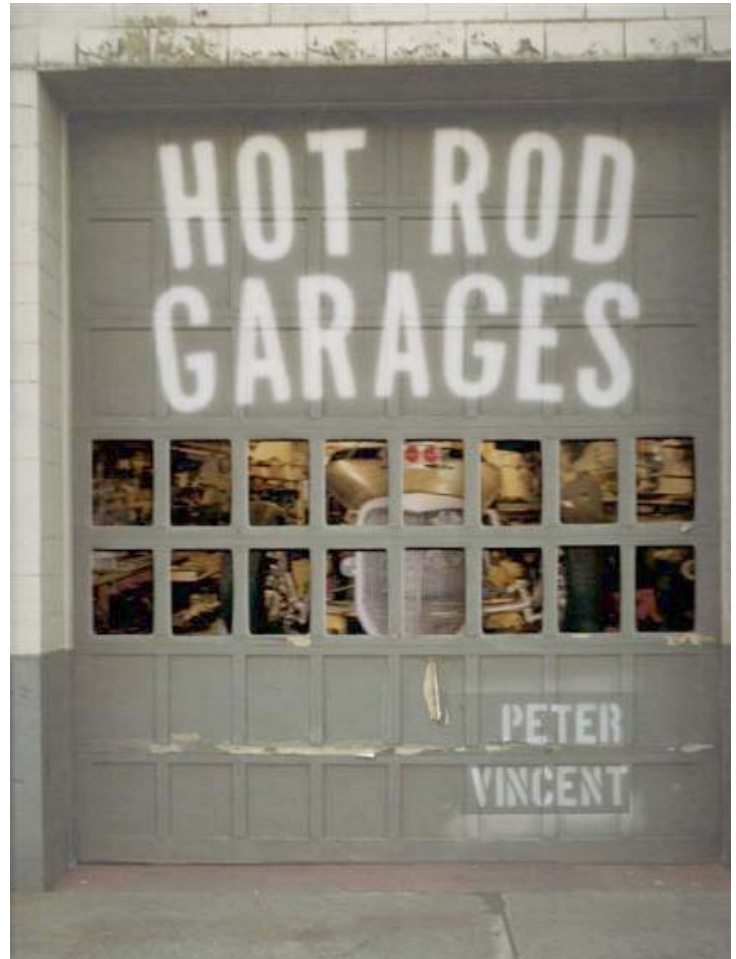
Hot Rod Garages is a great publication for those who are interested in hot rods or custom hand-fabricated rides. The in-depth stories of the famous and some less known hot rodders from across the U.S. help the full page images come to life. With over 15 articles from different builders, the reader can get a taste of all the diverse forms of hot rod building and customization. The author has covered the vast arena of customizers from the old to the young and the shop owner to backyard builder. The 125 color photos and the 100 black & white photos are so well done that any one of them could be considered art.

In comparison to any other hot rod book, this one has taken a different approach that has made for an enjoyable read. The author has given a personal touch to each story which draws the reader into every builder's perspective. It is also nice to see the places where each builder's creation comes to life. Each garage reflects the personality of the owner or the machine it houses. The garages themselves have as much, if not more, character as the cars housed within.

A possible featured builder that our club members might enjoy would be Pat Foster. It is an interesting read about Pat Foster's projects and his racing history. It was fascinating to read about how he helped bring about the world's first rear-engine dragsters and his connection with "Big Daddy" Don Garlits. He was influential in bringing about a successful launch to the beginning of rear-engine drag racing history.

As far as hot rod books go, I would not hesitate to recommend this book to anyone who was seeking information about hot rod history or images of well designed hot rods. Most other books just feature the car, but this book provides the reader with background on its builder and full color and black & white images of the rides themselves. Without a doubt this book contains a little bit of everything and something any hot rod enthusiast would enjoy.

Review by Chris Yates



Hot Rod Garages is a very nice coffee table book. It is interesting to see what other people are building and how their "Man Caves" are set up.

I haven't looked at any other books of this type, so comparison is out the window. Basically, it is well written, pictures are great, and makes for a nice reading session.

Most of the coverage is on Hot Rods and they are very nice, well built, machines. However, my interests lie elsewhere in the car hobby.

The author did a very nice job on the people, cars, and garages he covered. This would be a very nice acquisition for a Hot Rod lover!

Review by Bob Kinker



For more information on this terrific publication you can also go to the Web at: [http://www.motorbooks.com/Store/ProductDetails\\_41872.ncm](http://www.motorbooks.com/Store/ProductDetails_41872.ncm)

*(Member Spotlight Continued from page 2)*

ignition, Rallye cluster w/ tach, etc., but basically it sat in various garages. Parts came mostly from J.C. Whitney & Co. and various junk yard expeditions. By far, the most dramatic handling improvement came from the ADDCO 1" front & ¾" rear sway bars, followed by switching to radial tires. I moved to Virginia in 1990, but the car remained behind in storage in Michigan so little progress was made.

In 1991 I met a fellow driving a *very* mismatched FWD Daytona; it looked so odd I asked him about it and he told me about the TMC. I joined and learned much from the membership and from working on the giveaway cars. When Loretta and I got married in 1994, my brother, wanting his garage space back, hauled my Plymouth all the way down from Michigan to Virginia for us as a wedding present. My sister-in-law advised my new bride that she'd always have competition from the car. The very next weekend, we drove it to a local car show, leaving a trail of coolant, trans fluid, oil, etc... it ran, but not well.

Here the TMC helped me out big time by providing inspiration as well as parts. Larry Richway sold me another 383 he'd rebuilt and got me a rebuilt trans by Ray Putnam; the 8 ¾" axle came from John Vukovitch, better old tires on '73 Rallye rims from John Fenter, and a host of smaller parts from other members, and so the car came together, but not without some issues. The engine overheated badly and leaked coolant from every possible spot; it took me about a year to find all the leaks. I had to change the gear selector lever inside the trans as the <'67 couldn't activate the >'68 reverse light/neutral start switch correctly.<sup>1</sup> The engine had a ¾ race cam, not the stock cam I'd requested, so I put in Crane fast bleed lifters to improve the idle and low-RPM running. Ed Miller provided a Carter AFB carb and a strip kit to replace the leaky Holley. I finally found an un-cracked driver's armrest at a Mopar Madness at Langley raceway. I put in Fine Lines stainless brake lines, DOT5 fluid, helical ignition wires,<sup>2</sup> POR-15'd the underside,<sup>3</sup> and replaced the very old tires (they looked good, had tread, but just cracked apart on the way to a Mopar Madness) with Firestone 500s. I was surprised to find that the '73 wheels are a little wider than the '71s and that the latter are narrower than the tire's recommended minimum, so I stayed with the '73s.

My goal is to keep Schade very close to stock and only change things for a good reason. We just putz along enjoying it as a valuable piece of American history. The car will never be "done" - there's always more to do, but it would never have made it out of my garage without the support of my very tolerant wife and the whole TMC - Thanks!

<sup>1</sup> <http://www.tidewatermoparclub.com/TECH/tech1.html>

<sup>2</sup> <http://www.tidewatermoparclub.com/TECH/tech2.html>

<sup>3</sup> <http://www.tidewatermoparclub.com/TECH/tech5.html>

*(Hog & Dogs Continued from page 1)*

Monroe. I enjoyed walking around and listening to everyone talk about their cars and telling some Mopar stories. That was the best part of the show, for me. I hope TMC can support us again in 2010.

Best of Show - 1969 Dodge Charger (Robert Bolden)

Best of Show - 2009 Dodge Challenger SRT

(Norris Williams)

\*\* Reminder our next show is the Guinea Jubilee Gloucester Car Show, on September 26, it will be held at the Guinea Jubilee Fairgrounds in Hayes, VA. \*\*

Thanks,

Tim Keefer

President

Middle Peninsula Mopar Assoc.

[www.moparassociation.org](http://www.moparassociation.org)

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*(Sponsor Spotlight Continued from page 3)*

is what we strive for. First we offer a factory stock core, we refer to as a B core with 3/8 inch tubes on 5/8 centers. If you would like something that can cool better we upgrade to a D core with 5/8 inch tubes on 3/8 centers which when I do the LIC (linear inches of cooling) it usually increases about 60% more than original. For the high horsepower engine we like to go to, what we call, the T core, with a 5/8 tube on 5/16 center. It gives us water to air capacity that more than doubles the radiators ability to cool without changing the factory look under the hood. We have done many of these upgrades for customers and have had great success with them from cars to bus companies in our area. Next, we would like to let you know that we make A/C hoses, I like to maintain the original look of the steel fittings instead of the aluminum ones I see a lot of. We also provide fuel tank restoration service inside and out depending on the condition of the tank. We have seen that the replacement tanks and they are not made as well as the original ones were.

If there are any questions that you have for us, please contact me at 757-437-7800. In closing, if at any time you choose to use us for service on any vehicle, whether older or newer, we offer a 10% club discount off your total bill, plus we tith 10% of your bill back to the church that you are a member of or non profit organization of your choice. We are corporate sponsors of two ministries in our area, PIN (People In Need) and "Recovery 4 the City". PIN feeds the homeless in Va. Beach every weekend and helps with housing and medical attention. Recovery 4 the City helps families that are battling addictions of all kinds with 12 steps of recovery that are biblical based.

Thank You for giving us the opportunity to share with you who we are. May God Bless You and fill your heart with His Peace. Mathew 6:33

Visit us at our website [www.beachradiator.com](http://www.beachradiator.com) or email [beachradiator@yahoo.com](mailto:beachradiator@yahoo.com)

Glenn, Monica & Beach Radiator Staff

## Presidents Corner

The August 2009 Tidewater Mopar Club (TMC) meeting was held on August 11th at Hall Virginia Beach Dodge with a group of 18 members and 2 visitors from Las Vegas, Nevada present. The 2 visitors were friends of member Harry Paul who often come out here to do work on Harry's Mopars. We had no guest speakers but Harry didn't mind killing some time by telling everyone about how awesome the Mopar Nationals were in Ohio the weekend prior. He also did the club a favor by bringing back some goodies from Mancini Racing, our feature Sponsor for the month of August. They sent us down plenty of their brand new 24 page brochures and some Mopar Performance Muscle Essentials Catalogs. Mancini Racing is very excited to be part of our group of sponsors. Our point of contact, Wes Sheeley is always ready to give club members the best price available and if we make our orders together we can really save on shipping. All club members will be on their mailing list and should receive current brochures in the future. I still have plenty left of the ones sent down, so come to the September meeting on the 8th and pick one up.

The club has some big events coming up for September. The first event is the TMC Annual Club Picnic, Sunday Sept. 13th, at Vice Prez Bob Kinker's house. In addition to

the good food and Mopar muscle lingering around, the TMC Board of Directors will hold our bi-annually meeting. This will be a great time to give **all** members who want to have a chance to participate in discussions about things like next year's show schedule, possible charity give-away projects, newsletter topics and other club issues. Looking forward to a nice relaxed afternoon with everyone and hope to see some new members out there too!

The second event, is the last big TMC sponsored show of the year. It will be held at Hall Dodge on Saturday, Sept. 19th from 8am – 4pm. Just like the first two Hall shows, there will be the famous pig BBQ'd by the Benson brothers and 36 1st, 2nd place trophies awarded for many classes. The big difference in this show from the first two is that there will be a \$10 registration fee and all the proceeds will go to the Food Bank of Southeast Virginia. Also, there will be a total of \$500.00 in cash to be awarded to the 5 Best of Show classes! This is a great charity that will help out local families, so I hope to see a bunch of TMC Mopars cruisin' the Hall Dodge car lot! For all the latest up to date info check your TMC weekly e-mails or go to our website - <http://www.tidewatermoparclub.com>.

Mopar to ya,  
"Butch" Hora President

## 2009 Tidewater Mopar Club Membership Card Sponsors:

Business	POC	Phone #	Discount
<b>Hall Dodge</b> <i>www.halldodge.com</i>	Scott Benson	502-8450	10% Parts/labor
<b>Magnum Machine</b>	Kurtis Bosh	424-1440	10% Labor
<b>Beach Radiator</b> <i>www.beachradiator.com</i>	Glenn Davis	437-7800	10% Parts/labor
<b>Oceana Muffler</b> <i>www.oceanamuffler.com</i>	Ernie Hill	422-0944	10% Parts/labor
<b>Gene's Transmission</b> (Norfolk) <i>www.genetransmissions.com</i>	Wayne Dunham	461-3530	10% Parts/labor
<b>Maaco Paint Shop</b> (Oceana) <i>www.maaco.com</i>	Neil Renvyle	425-5600	10% Parts/labor
<b>H &amp; T Collision</b> (Body Shop)	Hank Fassler	498-3051	10% Parts/labor
<b>Herb's Parts</b> <i>www.HerbsParts.com</i>	Herbert Reynolds	302-376-8508	Best Price Available
<b>Flatlanders Media Blasting</b>	Aaron Bloch	440-1932	10% Labor
<b>VA Motorsports Park</b> <i>www.VirginiaMotorsportsPk.com</i>	Bryan Pierce	804-862-3088	\$5.00 Discount (Friday)
<b>Mancini Racing</b> <i>www.ManciniRacing.com</i>	Wes Sheehy	800-843-2821	Best Price Available
<b>Amsoil Independent Dealer</b> <i>www.lubedealer.com/ajs</i>	AJ Schneider	285-8299	10% on Amsoil Products
<b>Hart Architectural Signage</b>	Rick Hart	420-5626	10% Materials/Labor
<b>Freedom Mechanical, Inc.</b>	Harry Paul	486-5896	10% Parts/Labor

