

TMC 25th Anniversary Mopar Madness Show

Article and Photos by "Butch" Hora

The 25th Anniversary of the Tidewater Mopar Club, (TMC) was originally going to be celebrated at the Mopar Madness show at Virginia Motorsport Park, (VMP) on May 14-15th, but Mother Nature had other plans. After reluctantly canceling the show, we had to find a new date that wouldn't interfere with other shows already planned. Finally, we came up with the date October 8-9th and this time the weather could not have been better. In fact, afterwards everyone I talked to said it was the best weekend show they had been to in a long time!

Friday started out with TMC member Al Gennarelli renting the track during the day so he and some of the other Modern Street HEMI Mopar guys could have the track to do some testing on their new race cars. This rolled right into a busy Friday night of "Street Wars" racing and it was also "Ladies Night" which attracts an even larger crowd than normal. With all the racing action on Friday and the awesome weather forecast many racers decided to stick around for Saturday's, "Mopars vs the World" race day, the first day of the two day Mopar Madness weekend.

Saturday was more beautiful than Friday as the race car trailers started rolling in early. The morning was dedicated



to test and tuning the drag cars on the track. There was also a show and shine field that had over 35 cars by noon. Most of these show cars pre-registered for the main car show and spent the day cleaning their rides for the judged show on Sunday. This year was the first time there were more Mopars in the "Mopars vs. the World" event than the "World!" By the time they were down to the final eliminations it was clear that this year was really going to be different. For the first time the Mopars dominated, it was an all Mopar final and a mopar won the event! One of the big feature runs of the day was Steve Moth's HEMI powered 1964 Dodge

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

TMC Receives an Award

The Tidewater Mopar Club has been presented with the prestigious "Golden Quill Award" from the editors of "Old Cars Weekly." They felt we produced a quality, useful newsletter of benefit to our members and those interested in old cars.

We would like to thank Vice President Bob Kinker for submitting our newsletter for review, President Butch Hora, Bob and Chris Yates, and our members who

have contributed to the quality of our publication. We look forward to more member contributions in the upcoming year.



Dates To Remember

- Nov 20 Mayflower Marathon**
Meet at Sears store, Independence Blvd side, Pembroke Mall at about noon.
- Dec 13 TMC Meeting & Christmas Party**
Golden Corral @ 7:00 PM
1436 Kempsville Rd. Virginia Beach, VA
http://67.62.88.68/forum/topic.asp?TOPIC_ID=4584

Happy New Year

Club Officers

President

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Newsletter Editors

Chris and Bob Yates

OWNER: Al Gennarelli

RIDE: 2009 Dodge Challenger Drag Pak #31 of 100

ENGINE: 6.1 Hemi 370 cubic inches

TRANSMISSION: 904 Automatic

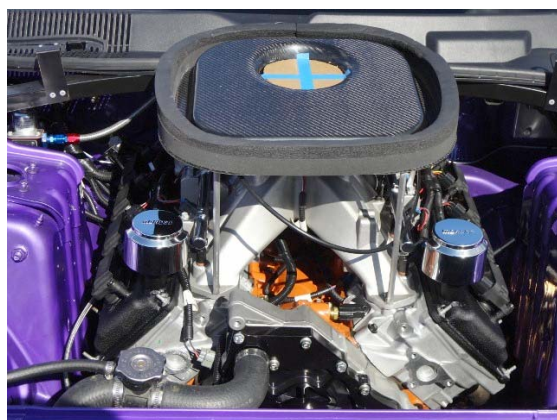
REAR END: Dana 60 4:88 gear

Article and photos by "Butch" Hora

Over the last 2 ½ years of doing the club newsletter I have been privileged to write about over 30 different club member's rides. There has been a couple of race cars, but mostly street rides. This member's ride is about a Mopar that I thought would never be produced again, a factory pro-

duced race car! Mother Mopar over the last 8 years has done a great job of building the new generation HEMI engines that is very competitive. She

has also done an excellent job of putting these new HEMIs into several different new school muscle cars and



trucks. But not since the 1960's has any manufacturer built a new factory (Not intended for street use) race

car that has been released to the public! Not long ago one of our club members was lucky enough to put his hands on one of only 100 2009 Dodge Drag Pak Challengers produced!

Al Gennarelli bought his Drag Pak in October 2009 and drove to Michigan with his friend Jack to pick it up. To start with, the stock Challenger body comes only in white. Mopar's engineers had ripped out nearly 1000 lbs. of equipment that was deemed unnecessary for the track. Drag Pak cars rolled down the same Brampton, Ontario, assembly line as the street cars, except these models are spared the addition of body sealer, sound deadening, airbags, ventilation

TMC Member Ride Of The Month



system and the rear seats. If that wasn't enough, Mother Mopar removed the windshield wiper assembly, side and rear-impact beams and subsequently eliminating any chance the car can be DOT-certified for the street. The Challenger Drag Race Package does gain some new equipment. Included with each Drag Pak car is a new composite lift-off hood (yes, the scoop is functional), polycarbonate windows, manual rack and pinion steering, a lightweight brake system and a good old-fashioned cable throttle linkage. Mopar also modified the Challenger's wheelbase, shortening it a half inch to 116 inches, and pushed the engine mounts rearward for better weight distribution.

Al couldn't wait to get started on building his new toy. First, the car went to Tommy Galbreath's house in Courtland, Virginia where he installed the 10 point-cage. He then painted inside the engine bay, trunk, jams and the cage appropriately Plum Crazy Purple! He also did the fabricating to install the Dana 60 rear end in it. From there the car went to the next stage of the build, Petty's Garage where they painted the outside of the car, hooked up all the wiring, installed gauges and the engine and transmission. Once they were done the car went to Martinsville,

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“Chrysler’s New 8-Speed Automatic Transmission”

Article by "Butch" Hora and pictures from Allpar.com

One of the advantages of working at Hall Chrysler Dodge Jeep Ram dealership is getting the inside scoop and seeing when something new is coming out. Chrysler’s newest technology to improve performance and fuel economy is their segment exclusive 8-speed automatic transmission, hitting the market this year for model year 2012. The first vehicles to be offered with the new 3.6 litre 292hp Pentastar V6 connected to the new 8 speed transmission will be the Dodge Charger and 300 models. It will then to be followed by all the rear wheel drive Pentastar applications. Front wheel drive cars are waiting for the new nine-speed in the near future.

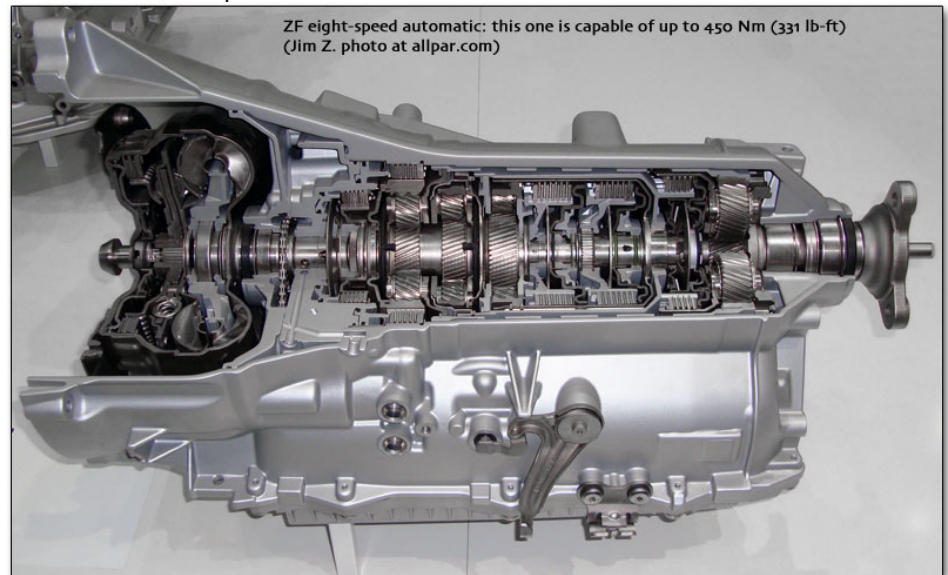
Within Chrysler, the transmission is called the ZF 8HP45 8-speed. Some sources say it is a ZF design, (ZF is a leading worldwide automotive supplier for Driveline and Chassis Technology with 117 production companies in 26 countries and is one of the ten major automotive suppliers worldwide.) while others say there has been Chrysler engineering involved, but more than likely it incorporated ideas from both companies with gearing changes to match Chrysler equipment.

With the Pentastar V6 and the 8 speed transmission, the Chrysler 300 has achieved 0-60 in 7.2 seconds and cruised at 70 mph with the engine purring at a mere 1,400 rpm. Gas mileage for this combination is 30 mpg, up from 27, with city mileage rising from 19 to 20 mpg. Most of the transmissions used by Chrysler will be made at the automaker’s Kokomo, Indiana, Transmission Plant but some will be built by ZF itself at a new transmission plant in Greenville, South Carolina. Chrysler is investing \$300 million in the Kokomo plant. The new ZF facility, the first ZF plant to make car transmissions in the USA, will also make the 9-speed automatic transmission for transverse-mounted engine applications that was presented at the North American International Auto Show (NAIAS). Groundbreaking for the new plant is scheduled for February.

The 8-speed automatic transmission comes with the innovative new touch-shifter on the console with manual shift control included by means of Chrysler’s new steering wheel mounted paddle shifters. This paddle shift system made its debut recently in the 2012 high performance SRT lineup

TMC Sponsor New Product Preview

which are available for test drive at our sponsor, Hall Chrysler Dodge Jeep Ram. The V6 8-Speed models will mark the first application of the Chrysler paddle shifters on a non-performance model, if you don’t consider the 292 horsepower Dodge Charger a performance model. With their new paddle shift system, Chrysler has done it 100% right. They have used metal for the shift paddles with a sleek, smooth finish that adds a great look and feel with plenty of accessibility under hard cornering. (The SRT8 has the + and - signs filled in with black paint, while the V6 uses unpainted impressions.) Some paddle systems leave you hunting for the



ZF eight-speed automatic: this one is capable of up to 450 Nm (331 lb-ft)
(Jim Z. photo at allpar.com)

paddles when you get to crossing over your hands for shifting under hard cornering but that is not the case with the Chrysler paddle system with the ergonomically perfect levers making for quick, smooth shifts.

The paddle shift system from Chrysler mated to the 8-speed ZF automatic transmission looks great and performs even better. The other component of the new Chrysler 8-speed automatic transmission is the unique console mounted shifter that uses a “slapstick” motion rather than the traditional shifter movement. The low profile shifter bears a similar shape to the old school slapstick shifter and rather than the normal PRNDL pattern, the 8-speed automatic shifter has just Park, Reverse, Neutral and Drive/Sport mode. When you get in the car and fire it up, the shifter is located in the middle of the shift console and when you pull it back to move into reverse, it clicks into gear as indicated on the dash but the shifter does not stay in place, instead returning back to the middle position. As you shift from Reverse into Neutral, then into Drive or Sport the shifter clicks through the gears always returns to the center position.

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"How Mopar Put the "Funny" in Funny Cars"

Article by Steve "Bad News" Moth and photos by "Butch" Hora

It was February 1965 when Chrysler introduced the A/FX cars at the Winter Nationals in Pomona, California. There were 12 cars in total built by or under the direction of Chrysler Corporation. All of the cars but one were hardtops, the only post car (sedan) was the Yankee Peddler built at Dick Branster's shop in Detroit under the direction of Chrysler for Bill Flynn. They were all altered 15 inches forward in the rear and 10 inches forward in the front, giving them a 110 inch wheelbase. Very soon after they went to Pomona, track announcers started to refer to these cars as the funny looking cars and then they just started calling them "Funny Cars;" that is how the class started.

These cars had their chassis/unibody acid dipped, also known as chemical milling. Lightweight fiberglass fenders, hood, doors, trunk lid, and dash replaced factory steel. Doors had one-piece Plexiglas windows. Race ready total weight was 2600 pounds. All of the factory cars were delivered with the 426 HEMI and a 727 automatic transmission or the A 833 four-speed. They all came with two four-barrel carbs to start with on racing gasoline, but by mid-1965 Hilborn released an injection manifold that actually had a Chrysler part number stamped on it which made it legal to run. These cars started the year running low 11 seconds. By July with the Hilborn Injection and alcohol for fuel, they immediately went into the 9s and soon after that, the Ramchargers posted a 9.70 @ 140 mph on 9-inch slicks. More on how this ET and MPH ties in later.

It wasn't long after that, everyone wanted an Altered Wheel Base, (AWB) Mopar, now enter Ted Detar. Ted Detar hailed from Wichita, Kansas, and was known as the Wichita Wrench or the Kansas Badman. He was a field engineer for Chrysler, a very talented racer, and the engine builder for Gene Snow's "Rambunctious"



TMC Mopar Moment

AWB cars until 1968 when he was killed in a testing accident. Ted converted many cars for racers who wanted to hit the Match Race circuit where these cars were King of the Drags and drawing massive crowds.

The "Bad News" A/FX car that I own and drive now was originally built as a tribute car in the early 1980s by a gentleman named Jim Henry also from Wichita, Kansas. Jim was a senior in high school in 1965 and was being taught by Ted Detar how to alter these cars with the direct blueprints and factory secrets from Chrysler. In the early 1980s the nostalgia craze started, and old cars from the 60s began to pop up. People became very interested in seeing them again because the horsepower days had been gone for over ten years by then and we all were starting to hunger for the old days again. This was when Jim decided to build a tribute car to honor Ted Detar. Jim's favorite AWB Detar car from 1965 was called "The Big Money Dodge". This car was a 1964 post car with a



1965 Coronet front end, painted factory Garnet Red with gold leaf lettering "Big Money Dodge" painted on the doors.

My "Bad News" A/FX car that Jim built is a 1964 Hardtop with a 1965 Coronet front end and factory Garnet Red with gold leaf lettering "Bad News" on the doors. The Detar independent cars were mostly built with straight axle front ends and leaf spring front suspension, making them slightly lighter than the factory k-member with torsion bars and so is my car. Jim Henry ran this car during the 1980s and 1990s throughout the Midwest with a Chrysler B wedge motor and Hilborn



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("Mopar Moment" Continued from page 4)

injection and a load of 44% nitro in the tank. He match raced against another A/FX car called the "Hee Haw HEMI" driven by a man we all knew from the show by the same name, his name?.....Roy Clark. Roy's car was a 1965 Plymouth Belvedere A/FX.

Fast forward to 2005 and Steve now owns "Bad News." He got busy building a Keith Black stage 10 HEMI with Hilborn Injection running on alcohol. On June 12, 2010 at the Mopar Madness show at Virginia



Motorsports Park, he posted his first all-out 1/4 mile run on the fresh engine

and went 9.71 @ 140.0 mph, on 9-inch slicks. That first all-out pass rivaled the first all-out pass by the Ramchargers when they switched to Hilborn with Alcohol in mid-1965.

This year "Bad News" came back to VMP as a TMC member and posted a career best of 9.61 @ 142 mph! The weekend was supposed to match "Bad News" with the "HURRI-CAIN II" Barracuda in a best of three match race, but it wasn't to be. On Friday night the "HURRI-CAIN II" showed up for some final testing before the match race and proceeded to rip the axel housing from spring perches and pitch the driveshaft. The



"HURRI-CAIN II" is an exact copy of the real car from 1967 campaigned out of

Wilmington, Mass., by Bob Cain whose father owned a Plymouth dealership, Fred Cain Motors.

Fran Olson of North Carolina sought the permission of the Cain family to replicate this car as it was his favorite car at the time running the Funny Car circuit. The Cain family gave Fran their blessing and all the pictures they had so he could replicate every detail of the original car; they even gave him the original wheels from the real car. The real car was destroyed in 1969 or 1970.

"Bad News" and the "HURRI-CAIN II" show the extreme changes in the class in a very short two-year

time period. By the spring of 1966 the altered wheelbase cars of the year before found themselves obsolete as Ford introduced three flip-top



fiberglass style Funny Cars that went to Don Nicolson, Fast Eddie Shartman and Jack Chrisman. Chrysler wanted to stay with the unibody factory chassis and elected to build onto it with a stretched tube front end and utilize the smaller body Darts and Barracudas with the rear altered just as the year before. This change added to the wheelbase of the cars upping it to 120 plus inches. This new combination was very successful even though the Fords had a tubed chassis built by Logghe Stamping Co. and a flip-top fiberglass body.

More changes came in 1967 when flip-top fiberglass Funny Cars started to show up everywhere, but Chrysler said they don't sell flip top bodies or plastic cars and would continue to use the steel quarter panel with unibody cars stretching the front ends and adding fiberglass parts as needed. In that very short two-year span, tire compounds for slicks improved tenfold and tires got much taller and wider thus creating bite that the cars two years earlier never dreamed of. The racers also realized that the front of the cars needed to get lower to keep the



air from getting under and causing drag. So when you see "Bad News" and the "HURRI-CAIN II" side by side, you can see the drastic changes in a very short two-year period.

By spring of 1968 the altered wheelbase cars of 1965, 1966 and 1967 were so antiquated they became nearly extinct overnight. Even Chrysler decided that to stay in the Funny Car game they had to go to full-tube chassis cars and full fiberglass bodies to remain competitive, spelling the end of the A/FX cars and the birth of full (blown) Funny Cars as we know today.

TMC SPONSOR SPOTLIGHT OF THE MONTH

BUSINESS: *Shop Hemi & Arrington Performance*
LOCATION: *67 Motorsports Drive
Martinsville, Virginia 24112*
SERVICES: *Hemi Engine & Chassis Tuning &
Performance Parts*
OWNER: *Eric Hruza*
TMC P.O.C.: *Charlie Daniels (757) 356-1156*

Article by "Butch" Hora and Photos provided by: Shop Hemi/Arrington Performance

Shop Hemi/ Arrington Performance the club's newest sponsor has a long history of racing behind it. Originally Arrington Performance was established to build the best high-performance engines for professional NASCAR and NHRA race teams. Some of the most demanding drivers have turned to Arrington, including Penske, Petty, and Ganassi. Once the word hit the streets that these racers were using Arrington Engines, many others wanted them to build their race cars and their personal cars too. The reputation of high quality stroked HEMI engines and custom performance parts spread quickly. They are continuously working hard to introduce innovative new applications for new generation of late model American muscle cars, classics and hot rods. The company operates from a 105,000 sq. foot facility in Martinsville, Virginia that houses the finest race engine development, manufacturing and testing program in the business. They are on the



cutting edge of newest technology available and they invite you to come out to take the tour of their facility. Their team of race-seasoned engine builders, tuners, machinists and dyno operators is second to none in racing. They are a key Research and Development arm of Dodge Motorsports, a winner of many Dodge Manufacturing Awards, as well as multiple winners of the Craftsman Truck Series Manufacturer Awards and Engine Builders Awards.

Back in the day stock car racing was really taking off and getting faster. It was in the 1960's when Richard Petty and his pal Buddy Arrington began driving cars that were powered by the monster hemispherical combustion chamber engine called the "HEMI". Buddy was born July 26, 1938 in Penhook, south-central Virginia, 25 miles from the Martinsville Speedway. Buddy began racing when he felt the power of a rear-wheel drive Mopar under him. His love for Chrysler products started when he was young. He used to race HEMI's up and down the roads of Virginia with friends, later becoming a fan of the Petty's. "Once you start with something, and you like it, you stay with it," Buddy would say. Buddy raced informally on the streets with great success. No one could beat Buddy in his '60 Plymouth Fury.

In 1964 Richard and his Plymouth won the first of what

would become a record-setting 7 Daytona 500s. Buddy's son started tinkering with those engines to squeeze ever more power out of these machines. Soon it wasn't long before anybody could buy a Hemi engine, but the trick for the track was to make their engines better and faster. Winning race drivers know that their under-the-hood power is part science and part feel. It was there in the foothills of the Blue Ridge Mountains that the power to win became an art form. Today their staff is still made up of race seasoned Hemi engine experts, engineers and builders and they are still the best in the business.

Their passion for winning has shaped the face of the business. Arrington Performance is arguably the premier race engine technology company in the industry. API's team of race-seasoned engine builders, tuners, machinists and dyno operators is second to none in racing. They literally worked hand-in-hand with Dodge engineers to develop the feared R5 P7, the engine that powered Dodge back into NASCAR racing and are still tweaking power from the new Dodge R6 P8. It didn't hurt to be a stone's throw from Martinsville Speedway, NASCAR's historic short track. Later in 2007, Russ Wicks would take the new Dodge power to even set the current world's stock car speed record (244.9 mph) in a Dodge Charger powered by an Arrington engine.

What most people don't know is that you can actually buy an Arrington-modified Hemi to drop into your own car. Or that Arrington offers unique stuff that simply isn't available anywhere else. Everything from a 90mm "drive by wire" throttle body, ready to drop into your muscle car, all the way to the whole car. Arrington street editions are classics converted into modern supercars. Like our SRT-8 Chrysler 300LX powered by a 426 Hemi with Arrington NASCAR Grade 4.080b x 4.080s block and rotating assembly putting out 585 HP. It is loaded with high quality parts and is specially tuned for both street drivability and money-winning track power when you want it.

This is their proven process:

- 1 – You drop off your vehicle at their shop where your car will be locked in their climate controlled installation facility.
- 2 – The teardown begins as they remove the engine from your vehicle. Then they move the engine to the disassembly bay for teardown and initial inspection. The Hemi undergoes its initial inspection for damage to pistons, heads, crank journals, etc. This evaluation helps them determine the quality of a core and it provides feedback to their engineers allowing them to improve quality and durability guaranteeing the best HEMI performance parts.
- 3 – Cleaning begins in their environmentally friendly parts washers. They clean all engine parts from block to bolts. Removing the oil and buildup from the cylinder walls and cooling passages in your engine allows us to do final testing on cleaner than new parts before they are approved for a rebuild.
- 4 – Inspection and build stations this is where final inspections such as magna-flux testing, sonic checking, and verification of

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("TMC Sponsor Spotlight", Continued from page 6)

critical measurements such as deck height, bore, cylinder wall thickness, and more are completed to the tenths of a thousandth of an inch. To properly assess the core quality and set up the Computer Numerical Control, (CNC) machines allows them to provide precise cubic inch displacements, volumetric efficiency and calculate precise swept volume. It is critical that these measurements meet minimum tolerances before and after the block and cylinder heads are machined.

5 – Cylinder block de-burring and grinding is kept in a separate area of the building under negative pressure to decrease the chances of fine particulates produced during the rough processes from contaminating the engine installation and assembly areas. Hand de-burring and grinding decreases the sharp edges and begins the smoothing process of imperfections in HEMI engine block surfaces. If not smoothed these could develop into cracks under the prolonged strains of high horsepower and torque

6 – The CNC Cylinder boring begins, they mean precise. The cylinder bore is accurate down to the tenth of a thousandth of an inch. (.0001") Cylindricity and concentricity are keys to high horsepower HEMI engines. If your cylinders are out of round or alignment is off, when force is applied to the piston through combustion or boost you set yourself up for failure. This CNC procedure ensures alignment of cylinders relative to the mainline, and aligns cylinder bore centers with companion cylinders.

7 – Next is the cylinder finishing or final hone, all cylinder finishes aren't produced in the same manner. From boosted applications with tons of force requiring cylinder sealing, medium finishes for NA HEMI engines, and diamond mirror finishes on a NASCAR Sprint Cup series all have different requirements. Every cylinder has to be finished properly to perform at its peak, without creating frictional loss. Different roughness and RA scales are used for precise cylinder finishes to ensure quality sealing and combustion.

8 – Balancing is not a step to skip, balancing only takes one machine. Adding or removing material is what produces a balanced final product. That takes another 2 machines. They use CNC Lathes and 3 axis CNC drill presses to remove or add material to the crank then return to the balancer for evaluation. After that they polish the crank to remove any surfaces that can trap oil or fine particles. So in total our balanced HEMI crankshaft takes 4 machines to produce. Sound complicated? They do all this to the gram and the .0001" so that our crankshafts produce no vibrations and are perfectly balanced. Every counterweight, rod journal, and main journal is machined to the exact size and weight proper for your application.

9 – Valve seats, when they are asked how many angles our valve job is they say none. Their Newen Epoch CNC valve job is a single point operation. The angles and steps are so small that they are reduced to a near true radius. From there the heads are taken to a 5 axis CNC mill where ports specifically designed to produce maximum air velocity from intake and exhaust ports are machined. Finally these heads are taken to assembly where strengthened springs, keepers, and retainers are installed in the casting.

10 - The Machine Shop is available for a custom job for hire or to assist our techs with a modification needed for proper assembly of your hemi engine, our complete machine shop is ready to work. You name it; we can do it down to the smallest of details or the roughest of cuts. 4 -5 full axis CNC machines and a host of other smaller machines, lathes, and measurement tools are precise down to measurements that the human eye will never see and can be utilized for one off tooling or volume production.

Why 5 Axis CNC? Precision 5 axis CNC machines are capable of ultra-fine accuracy, and guarantee that your performance part or custom mount is machined to perform. These machines are liquid cooled to reduce fatigue caused by excessive heating of sensitive materials during the machining process. Automatic tool selection and machining ensures quality and precise locations, sizes, and thickness of the material being machined

11 – Clean it again! After all machining and preparation is complete, all parts and HEMI engine blocks return to the washers. A 200 degree engine block washer opens pores in cylinders to make sure not even the smallest of particles remain that can stop up oil passages in our engines. Cylinder cleanliness is important for final assembly and prolonged intense operation. Final white towel cleaning by hand ensures proper cylinder sealing and ensures no dirt or grime will cause piston rings or mechanical parts to fail.

12 – Back to inspection and assembly to do a final check on tolerances your HEMI as it is assembled by an expert engine builder. Torque is applied every bolt. Piston to valve clearance is double checked. Cam timing and bearing clearances are verified.

Final dyno and tuning at the end of the install, your build is dyno tuned on a Super Flow certified chassis dyno. Not your standard roll away dyno, this eddy current precision dyno has separate climate controls and fire suppressant systems. When they tune your HEMI and your ride leaves their shop, you won't just be happy you'll be impressed!

ShopHEMI is determined to make loyal customers not just one time quick dollars. That is why they know their products and know customer's names, stories and faces. Not only are they committed to extreme horsepower builds for customers, they are also Mopar enthusiasts!

The TMC point of contact for Arrington Performance/Shop Hemi.com is Daniels Performance Group, (DPG) President and TMC member Charlie Daniels. Charlie told me that "The relationship between DPG and Arrington Performance/Shop Hemi.com continues to grow." He continued by saying "Arrington Performance already leads the industry in the technology and they use it to develop the best performance parts available," By having DPG sell and install the performance parts that are available from Shop Hemi.com, it creates an ideal situation for local performance enthusiasts. This way the customer can purchase parts from DPG, they can install the parts and performance gains can be measured in house on their Dyno Jet Chassis Dynamometer. In closing Charlie said "We are extremely fortunate to have established this relationship as we continue to look for opportunities to serve the casual performance enthusiast as well as the hard core racer."

("Mopar Madness", Continued from page 1)

Coronet Altered Wheel base, (AWB) AFX car that ran his quickest time ever, a 9.61sec. in the ¼ mile at 142mph! Steve would also make two more awesome exhibition runs on Sunday.

Sunday the weather was even more beautiful than Saturday, mostly because there were even more Mopars there and the show field was 3 times larger! It always amazes me how every year we always get a different assortment of Mopars than the year before. This year we were fortunate to have 8 awesome Mopars from the Roanoke Valley Mopar Club that made the long journey out to attend our show. I was impressed with the way they set up camp with their banner and hung as group the whole day. Another big treat this year was when Bunny Burkett and her god son "Lil Bear" Pritchett, a



Virginia native who brought out 2 (Top Fuel Alcohol) HEMI powered Avenger bodied Funny Cars that would

pair up to make two sets of sub six second runs, Bunny's fastest run was 5.86 sec. in the ¼ mile at 240 plus mph!

Of course Mopar Madness would not be complete without the support from some of TMC's sponsors like Herb Reynolds of Herb's Parts who shows up every year to provide members with a chance finish their rides with some needed restoration parts. There was one of the 900 limited production 2011 Mopar '11 Dodge Chargers there that was provided by Hall Chrysler Dodge Jeep Ram. It was brought up on a flatbed and displayed under the big tent along with TMC member, Beverley Beverage's 2010 Mopar '10 Challenger where the awards ceremony was held. TMC member and sponsor Charlie Daniels of Daniels Performance Group along with a few techs from our new TMC sponsor, Shop Hemi that were there to answer questions on their new HEMI race products available. They mainly were there to provide support to TMC member Al Gennarelli and his driver Tiff Daniels as they dialed in his new Drag Pak Challenger race car over weekend.

Overall it was an excellent weekend of racing thanks to the weather and VMP General Manager Bryan Pierce, all his crew that kept the track prepped along with all the employees from the track



who made the weekend go so smoothly. I want to thank everyone who came out to show their cars in the show including the Richmond Pentastar Mopar Club and the Roanoke Valley Mopar Club. I especially want to thank all the TMC members who volunteered to help with parking, judging, registration and merchandise sales tables. I would also like to thank Steve Moths with his "Bad News" Dodge Coronet and Fran Olson's "Hurri-cain II" Plymouth Barracuda AFX car for coming out for the whole weekend. And a big TMC thank you goes out to Bunny Burkett along with "Lil Bear" Pritchett with their crews for coming out Sunday to burn up the track. TMC is very proud to have Bunny Burkett become a lifetime member of TMC and look forward to seeing her again at VMP for the next Mopar Madness show!

Finally, throughout the show I was approached by many TMC member and non-members with comments concerning the reversal of the car show and the "Mopar vs. the World" days with 99% of them being extremely positive. With that being said, I believe that we, the TMC Officers and Board of Directors will try to schedule next year's show the same way. See you next year.

Mopar to ya!

More Pics @ <http://good-times.webshots.com/album/581518061lxhaNi?vhost=good-times>



("Members Ride" Continued from page 2)

Virginia where Arrington Performance, also known as Shop Hemi finished the final setup before Al was able to take it to the track for Drag Pak's first pass down the track.

Al made it very clear to me that there would be no race car without the great sponsorship he has been able to acquire during the build of this ride. Sponsors like Paramount Performance who provided the rear end, transmission and driveshaft and Arrington Engines, who built the engine for him, supplied the Kooks headers and the computer system. He has gotten great support from both Paramount Performance and Arrington Engines and wanted me to make sure that I tell them "thank-you" for all that they have done for him throughout the racing season.

Oh by the way, after all the money and work that has gone into building the Drag Pak Challenger, Al is not the driver behind the wheel! Oh yeah he has taken the Challenger down the track, but in racing weight matters. He wanted to have every advantage possible, so he put a lighter (and prettier) driver behind the wheel, Tiff Daniels! That's right, TMC sponsor and club member, Charlie Daniel's daughter. Tiff Daniels is doing very well handling the Mopar's muscle and has recently brought the Challenger down the track for its first official race at Mopar Madness. Tiff Daniels won



the unlimited class in her second event during The Modern Street Hemi Shootout at the Raceway in Atco, New Jersey with a time of 9.77sec. at 136 mph in the 1/4 mile with a 1.28sec. 60ft! Al keeps the car at Charlie Daniel's Racing in Smithfield, Virginia and gets a lot of support from Charlie. The club is glad to have Al's new generation of Mopar performance to carry on the future of racing.

("New Product Preview", Continued from page 3)

The driver information center keeps you updated as to what gear you are in since the shifter does not but should you get confused and try to shift "past" the Park or Sport shift modes, the information center nicely reminds you what gear the transmission is in. Also, much like the slapstick shifter consoles of the original muscle car era, the 2012 Dodge Charger with the 8-speed automatic transmission features a shift console with the small shifter surrounded in a flat carbon fiber panel.

Under normal driving circumstances, such as accelerating away from a stop sign like you would on the open road up to a cruising speed of 55mph, the ZF-designed Chrysler 8-speed is seamless in normal Drive mode and you can barely tell when the transmission is shifting. Once you have gotten to a smooth cruising speed of 55 to 70mph and the transmission has gotten through the gears, the extremely low RPM range allows for minimal amounts of fuel consumption on the open road. However, unlike some traditional transmissions that use non-aggressive gear ratios to bolster fuel economy, the Chrysler 8-speed has plenty of gearing to get the 2012 Charger with the 3.6L V6 from 0-60 in a hurry as well as allowing the Pentastar to do a pretty impressive smokey burnout.

On the other hand, if you want manual control of the 8-speed Chrysler transmission for some spirited driving fun (or more smokey burnouts), you can pop the slapstick shifter into Sport Shift mode at which point the steering wheel mounted paddle shifters take over. From there on, the driver has full control of the upshifts and the transmission only downshifts when necessary to prevent the engine RPMs from dropping too low. Under most driving conditions, your hands don't need to leave the 10 and 2 positions so the paddles are in ideal areas for quick shifts during sporty driving situations and when using the manual shift mode while exercising all 292 horsepower, the shifts are much more positive like you would expect from a modern sports sedan.



Chrysler "broke the rules" once again with the introduction of an 8-speed automatic transmission to the passenger car segment but once consumers see and accept this great system, we can expect other automakers operating in the U.S. to start offering similar technology. However, with being the first to introduce the 8-speed automatic behind the Pentastar V6 it is evident that Chrysler again is leading the way with more efficient technology only offered in the beautifully redesigned Dodge Charger and the Chrysler 300.

President's Corner

October Meeting

The October 2011 Tidewater Mopar Club (TMC) club meeting was held at the Tidewater Community College Automotive Center (TCCAC), 600 Innovation Drive in Chesapeake, on Tuesday, October 11th and there were 16 current club members and 1 new member, Greg Brown present. This was a very light meeting due to everyone recovering from a busy Mopar Madness weekend. We started by showing some pictures and talking about the open car show that TMC member Charlie Daniels held at his race shop in Smithville, VA on Saturday Oct 1st. I had hauled the club trailer out with Rick Hart in his Hemi powered 1970 Road Runner following me to meet up with some other club members. This was a good chance to spread the word about our Mopar Madness show coming up the next weekend.

Next we spent most the rest of the meeting talking about everything that went on at the Mopar Madness Show while looking at a bunch of various pictures of show and drag cars on the big screen while numerous comments were made. Everyone agreed that it was one of the best Mopar Madness shows that we could remember in a while. In fact everyone agreed that we should have "Mopars vs. the World" on Saturday and the judged car show on Sunday again next year. The club was able to raise \$250 between the Foodbank of Southeast Virginia, (FBSEVA) donation jar and the 50/50 raffle. Add in the \$425 from Virginia Motorsports Park, (VMP) that they gave back to the club from the show car entry fees, giving us a total of \$675. We also sold over \$1500 worth of club merchandise during the 2 day event. The club then voted to add an additional \$325 more to make our total donation from the 25th Anniversary Mopar Madness Show to the FBSEVA \$1000! Add that to the \$500 raised at the 5th Annual TMC/Hall Dodge Summer Mopar Show and we now have \$1500 to donate at the FBSEVA Mayflower Marathon food drive coming in November! There were 13 new members that joined the club at the show and TMC made Virginia native, Funny Car owner/driver Bunny Burkett a TMC lifetime member!

I want to take this opportunity to thank the individuals who helped make the TMC 25th Anniversary Mopar Madness Show a great success. First, I want to really thank Jeri Centric who towed the club trailer up to VMP, worked the club registration tent all weekend, sold club merchandise and keep everything organized so I wasn't too crazy while running around the event putting

out fires. I also want to thank C.E Gardner and his wife Annette who were the only ones there on Saturday to help Jeri. On Sunday, a big thank-you to the judges Rick Hart, Chris Maxwell, Chris Parker, Greg Brown, Jim Kidder, Rex Sigo and especially Bob Yates who thankfully took on the job that Dick Collins has done the last 3 years of entering the data into the computer to come up with the car show winners. I definitely want to thank the following people for helping with parking the cars and working the registration table, Dave Potter, Steve Hanke, Gerry Robousek and Charles Dickens. Last but not least a special thanks to Carl Swanson who also helped at the tent, but most importantly sold the 50/50 tickets and of course our club photographer, Chris Yates. If you helped and I forgot to mention your name, thank-you for everything you did to help make the show go smoothly, we all appreciated it!

The last thing we discussed was the up-coming Fall Classic that is put on by the Virginia Peninsula Car Club Council, (VPCCC) at the Newport News Park. Several members were planning to attend the show and TMC Secretary, Kevin Beard informed me earlier that he would assist in judging the Mopars, so we could pick the best modern and best classic Mopars at the show. The club made a \$500 donation to VPCCC for the Children's Hospital of the King's Daughters for the trophies and the ½ page ad in their handbook. Oh by the way, the winner's list for the Mopar Madness show will be posted on the club website soon. The meeting ended a little early and just for the record, we did not have any raffle tickets so no 50/50 raffle was conducted.

November Meeting

The November 2011 Tidewater Mopar Club (TMC) club meeting was held at the Tidewater Community College Automotive Center (TCCAC), 600 Innovation Drive in Chesapeake, on Tuesday, November 8th. There were 21 active club members present and 2 new members, Jason Rusk and Annette Gardner that joined at the meeting. I want to thank TMC Vice President, Bob Kinker for conducting the meeting this month and TMC Board of Director, (BOD) member A. J. Schneider for making arrangements for the club annual Christmas party since I was out of town.

I talked with Bob Kinker after the meeting and he informed me of what went on at the meeting. Rick Hart went to the 10th Annual Hall of Fame Reunion Car Show at Henderson, NC and told everyone about some of the highlights from the show. Bob discussed what the club is

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(President's Corner, Continued from page 10)

doing for the Mayflower Marathon If anyone wants to cruise through with the club on Sunday, November 20th to make food donations and be part of the cruise thru when we present the check from the money raised by TMC this year to the Foodbank of Southeast Virginia, (FBSEVA). Everyone who wants to be in the cruise, meet up at the Independence Blvd. side of the Sears parking lot at Pembroke Mall before 12 noon.

Then Bob and A. J. Schneider discussed the arrangements for TMC Christmas Party with club members at the meeting. Since the renovation is still in progress at our sponsor Hall Chrysler Dodge Jeep Ram, where we have held the party the last 4 years, the club voted to have the party at the Golden Corral at 1436 Kempsville Rd. The party will be held on our normal meeting night, Tuesday December the 13th starting at 7pm. Instead of bringing a prepared dish this year, everyone voted to just pay their own way, it is \$10 a person for food and a couple bucks for a drink. The banquet room is free to the club, but we need to know what size room to get so please RSVP on the Discussion Board on our website.

http://67.62.88.68/forum/topic.asp?TOPIC_ID=4584
When you arrive, just pay your way, get your first plate of food and head back to the banquet room. Once everyone gets their fill of goodies we will commence with the famous TMC gift swap. If you chose to participate in the gift swap please bring a wrapped gift that cost no more than \$20. If you have any questions about the party, post your question on the club website, www.tidewatermoparclub.com, Facebook page or call A. J. at (757) 285-8299.

The club again supported the Virginia Peninsula Car Club Council's, (VPCCC) 9th Annual Virginia Fall Classic Show. Every year VPCCC raises money every year for the Children's Hospital of the King's Daughters, (CHKD) TMC donated money to sponsor four Mopar trophies and to purchase a half page ad in their program book. All the money we donated will be going to the CHKD. This year TMC member's Harry Paul in his beautiful 1971 Plymouth Road Runner and Dave Potter in his 1969 Dodge Charger R/T followed me up pulling the club trailer. We sold \$200 of club merchandise along with 2 members renewed and 3 members joined the club.

One last thing, the club is planning to do another new sheet metal order from TMC Sponsor Auto Metal Direct. They have new website and will providing the club with some new catalogs. They have assortment of new factory restoration correct 18 gauge thick sheet

metal, windshields, fuel tanks and most recently new factory correct valve covers. TMC member/sponsor Rick Hart is our direct distributor who you must place your order thru in order to receive the great discounted prices and the FREE shipping! We will start taking orders soon so check the club weekly e-mails, the website or our Facebook page. * I need some help with the club newsletter, so if you are interested in getting more involved or just providing an article, please contact me or any of the TMC Board members listed on the front page of the newsletter. This month's 50/50 raffle winner was new TMC member Greg Brown who won \$17 bucks!

I would like to wish everyone a Very Happy and safe Holiday Season and I am looking forward to seeing all your Mopars out next Spring.



Mopar to ya,
"Butch" Hora
TMC President

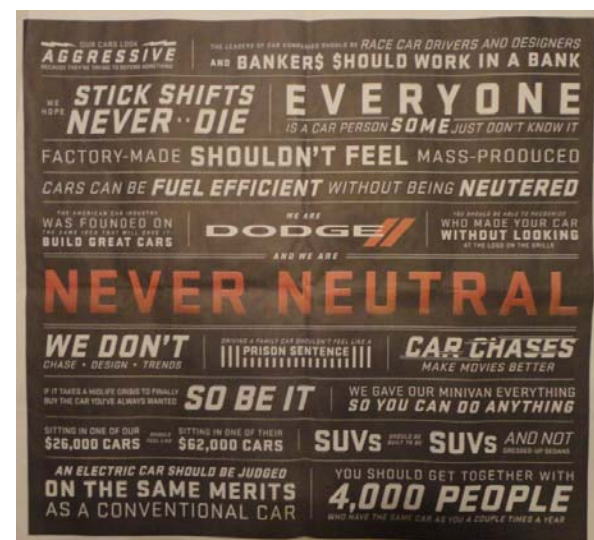
TMC Mopar Tidbit

Here is an awesome bit advertising that Mother



proudly states their new slogan, "We are Dodge and we are Never Neutral"! There are also a number of brilliant state-

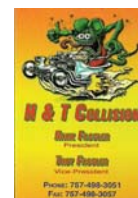
Mopar did back in February 2011 that was on the front and rear pages of the USA Today Newspaper. The front and rear pages displays the newly designed 2011 Dodge Charger grille. The centerfold



ments about the way they feel about the car industry. Without a doubt they have their priorities straight! Mopar to ya...
-Butch-

2011 Tidewater Mopar Club Membership Card Sponsors:

Business	POC	Phone #	Discount
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
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	Coty Parks	804-862-3174	\$5.00 Discount (Friday)
Mancini Racing www.ManciniRacing.com	Wes Sheehy	800-843-2821	Best Price Available
Amsoil Independent Dealer	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. www.alpha-music.com	Eddie Hancock	757-486-2001	Best Price Available & More
Auto Metal Direct www.autometaldirect.com	Rick Hart	757-420-5626	10-15% Parts Ordered
Kalbones Speed Shop & Off Road www.kalbonesracing.com	Cris Anderson	757-368-3726	10% Parts/Labor
Daniels Performance Group	Charlie Daniels Jr.	757-356-1156	10% Labor
Shop Hemi/Arrington Performance www.shophemi.com	Charlie Daniels Jr.	757-356-1156	Best Price Available
International Auto Upholstery www.intauva.com	Amanda Garcia	757-436-6570	10% 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