



Hammer Drop

June 1, 2019

Volume 3, Number 3

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Next Meeting:

May 11 2019,
Megafield Oilfield Inspection,
(3653-73ave)

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Western Mopar Madness
emawmm.com

President's Message

Well hello 2019 cruise season.

Things are looking good for this year starting on June 1st with Black Gold Rodeo. We will attend this show, and show support as we did last year. Parade down the street to a special parking spot for us. June 23 will be our first meet and greet of the year at Sherwood Dodge. We will set up the cruise just like last year. Second meet and greet will be at Crosstown Chrysler on **August 18**. We will set up cruises to this meet and greet as well.

Now July 26/27. Western Mopar Madness, well this is going to be an amazing weekend. Mopars, drag racing, and Dyno. We reached out to all the Mopar clubs and they are all excited. From reaching out to the clubs we have found a lot of history. Thanks Vic Porcher, we learned a lot from you and we will share it with you as Hammer Drop returns with some cool stories.

Old Trapper, Trapmate, Old Trapper #1 will be attending Western Mopar Madness. We are still working on High Roller. (Think positive)

More to come as the season revs up.

Play safe, Be safe, Stay safe

Ed Holland



Events

First and most important event. Miranda is ready to take bookings for our 2020 EMA calendar. If you wish to have your vehicle featured in next years calendar please contact Miranda and make a date for your photo shoot. This is a first come first choice situation. Miranda Kurpe 587-982-0781 mnkphotography@hotmail.com

June 1 Black gold Rodeo sponsored by Leduc Chrysler.

June 8 EMA Monthly meeting

June 8 & 9 History Roads at Reynolds Museum in Wetaskiwin

June 23 Cruise to Sherwood Dodge Meet and Greet

July 26 Blackjacks Roadhouse WMM Meet and Greet

July 27 Western Mopar Madness, **if you have not registered please do so as this is our show and we will not be hosting the EMA Iron Garage show this year.**

August 10 Central Alberta Mopar Association show and shine in Red Deer.

August 18 club meet at Crosstown, come out for a burger and chat with your fellow EMA members.

September 14 EMA Monthly meeting

October 12 EMA Monthly meeting

November 9 EMA Monthly meeting

Dont forget your weekly Cruise meetups

Thursdays - PetroCan 137 Ave and Fort Road

- Blackjack's Roadhouse Classic Car nights

Fridays - A&W 122 Street & 137 Ave you can use you discount card

Saturdays - A&W 111 Ave & 149 Street you can use your discount card

Future Business

To help make our newsletter a success we are going to need help from all of you.

We want to have a Members Business section, but still have not received anything. If you or your spouse has a business that you would like mentioned in our future issues, please send a

picture of your business card (if you have one) and contact info so we can support each other. This information will only be available to current paid members through the newsletter.

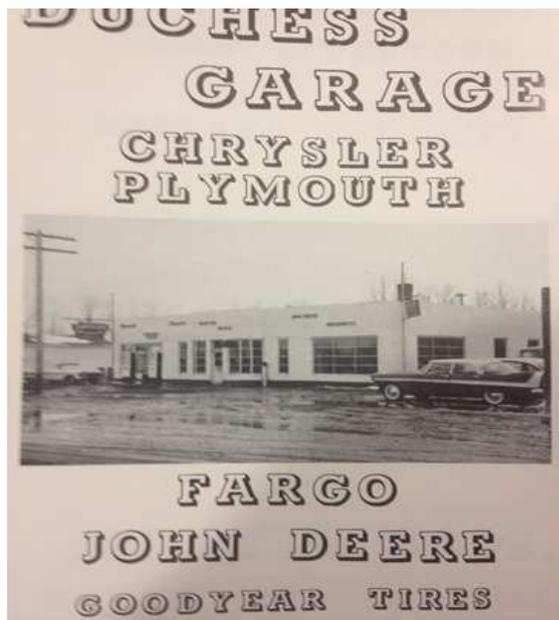
We have added membership section. If you wish **not** to have your name, phone number and email made available through the newsletter please email us and it will be removed. If you notice a mistake in a phone number or email please e-mail me and I will change it for you. This information will only be available to current paid members through the newsletter in hopes of connecting with each other and recognizing each other a bit more. Please respect this private information, please ask before passing on someone's information.

There is also going to be a Wanted/Needed section. If you have anything you would like to give our members first pick at, please send a detailed email with pictures, prices and your contact info. This can be yours or a friend's item, and it can be vehicles, parts, accessories, or anything you think we would be interested in.

In keeping with getting to know each other better, there will be a Members Ride/ Spotlight section. If you would like to be our featured member for an upcoming month please send pictures and a write up on your vehicle. It's always nice to see what has been done to a vehicle as well as the history. We are going to share some of Edmonton's race car history in the next few issues, to get us excited about seeing these cars at Western Mopar Madness.

I know our newsletter had lost its way, but is now back and we would like it to be greater than it once was. We need your help in adding to our newsletter to make it a success. If we do not receive any thing from our members, we can not make it all that it can be. Please don't let it fizzle out again.

Spotlight



With the recent passing of Dick Painter, an Edmonton Racing Legend we will be telling the story of The Old Trapper race car. Ed has received the history from Rod Hanner, and is re-printed in his words.

Part 1 of 6

Old Trapper
1970 Plymouth Hemicuda #2
1969 – current

This story starts back in December of 1969 at the Hamtramck plant Michigan. A 1970 Plymouth Hemicuda is born. It was equipped with the 426 Street Hemi engine, A833 HD 4 Speed Manual Transmission and a Track Pak Dana Rear Differential, Shaker hood, Rally Dash, Black Bucket Seat, Chrome Remote Left Racing Mirror, Tinted Glass, Hockey Stick Stripe Package, as well as all the Standard Cuda trim. It was an ordered car that shipped to Duchess Garage, a Dealer in Alberta. The car was purchased by the first owner, and driven for less than a year. His father made him trade it in for a Dodge 3/4 pickup in 1971. It was traded in to the John Deere Dealership (which was also owned by the same family as the Plymouth Dealer). This is where Albert Branham saw the car, and purchased it. Interesting tidbit, the same family owns the dealership today, over 40 years. The car was prepped, and tuned into an NHRA Super Stock car with an automatic transmission.

The first Old Trapper Cuda was sold when the Chrysler sponsorship ended. It was purchased by Gary Wolosinka, who raced it under the name TUFF-A-NUFF for a number of years. He restored the car back to its original factory condition. This car still retains its race headers that were made special for this car, and the very low oil pan.

Albert Branham and Dick Panter shared the driving duties of the first Old Trapper Cuda. They also both drove the second Old Trapper Cuda. Dick drove more when Albert broke his leg, and was unable to drive. The car ran under Jim Ronaghans' Old Trapper stable. You can tell the 2 Cuda's apart by the lettering on the rear quarter panels. The first one read Turnbull Motors, the second one had the large Plymouth on the rear quarters. Also, the first had a plain chrome standard drivers side mirror, while the second one has the chrome racing mirror.

Both cars did very well in competition, and the name was well known around Canada, and the US. As life changes, the 2nd car was sold, to the Lee brother in Red Deer (Allyn and Dwight Lee). There, they changed the name to TRAPMATE (being it was the mate to the first Old Trapper Cuda). They race the car until approx. 1980, when they started racing a 1968 Hemicuda in NHRA SS/AA. Later Al switched to a 4 speed and ran SS/A, and raced it for many years.

1983: I met the Lee Brothers when I was living in Red Deer, I had transferred there for a new job. One day I was sitting in their shop, while I had my 70 AAR Cuda in their shop for an ignition issue. While sitting at the counter I was admiring a couple photos they had on the wall. The one that caught my eye, was the one of the 70 Cuda doing a huge burnout. I wanted one of those cars for a long time, and in passing conversation I asked Dwight if he still had the car. To my shock and surprise, he answered yes. I asked

where it was, and could I look at it? He told me it was in their storage shop out back. He took me over there and let me in the building to have a look. In the meantime, he went back to the other shop and gave me the key and said lock up when you're done. This was like a barn find to me. The room was dark and was full of parts and pieces from their business. In the back of the room, I found a car cover over a vehicle. I pulled back the cover...and there it was!

After drooling, I went back to the shop, and talked with Dwight about purchasing the car. He wanted to take my AAR on trade, however, I told him I wanted to keep it. We ran some numbers and I told him I had to go out of town the next week (for my sales job). I said that all sounded good, and we could wrap it up on my return. When I got back, I went to see Dwight, and he informed me that he sold it to another person. I couldn't believe it...I was very upset; how could he do that to me?

Now for the twist, the guy who bought it, re-painted it, and had the Cragar wheels polished, and raced it a few times. He was diagnosed with cancer, and called Dwight and asked if he would buy the car back. Dwight did, and called me right away. I said YES I WANT IT! DON'T SELL IT! Not too long after, the guy called and wanted it back again. He told Dwight he had been misdiagnosed. Dwight gave him the bad news that he sold it to me. He was not happy! I drove to their shop and bought the car. It was finally mine. I'll never forget the day I went to pick it up, and take it home. I was not living in Calgary, and showed up with a rental flat deck trailer. Dwight gave me a hard time saying things like, you are not really going to put it on that are you? You should put a cover over the car, so it doesn't feel ashamed of the trailer. We both laughed about it. Dwight was always good for humour. I remember all the nick names he had for me. The first time I raced the car, he was there to assist me. I did not have enough gas in the car, and it ran out after a burnout. He gave me a name of Half Run Hanner. Dwight passed away years later, and I miss him very much. Allyn helped me a great deal as well.



Funny

A Texas rancher was visiting a farmer in Israel. The proud Israeli showed him around. "Here is where I grow tomatoes, cucumbers, and squash. Over there I built a play set for my kids, next to the doghouse," the farmer said.

The land was tiny, and the Texan was surprised by its small size. "Is this all your land?" he asked.

"Yes," the Israeli said proudly. "This is all mine!"

"You mean this is it? This is all of it?" the Texan said incredulously.

"Yes, yes, this is really all mine!"

"Well, son," said the Texan, "back home I'd get in my car before the sun'd come up and I'd drive and drive and drive, and when the sun set, why, I'd only be halfway across my land!"

"Oh, yes," replied the Israeli farmer wistfully, "I used to have a car like that."

Thank you all for taking the time to read our newsletter, if there is something you would like added to this in the future please don't hesitate and send off an email to us at:

secretary@emawmm.com

communication@edmontonmoparassociation.com

Have a great month and see you all at the next meeting