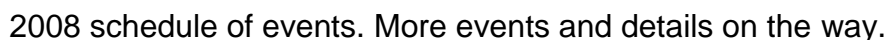


www.indymoparclub.com Jan Peel and Dave Watt, editors
Meetings are the last Thursday of every month



September 20, 2008 the Indy Mopar Club will host an all Mopar Car Show at **Danville Chrysler Dodge Jeep**. See website Upcoming Events page for new dealership location. Registration 9-noon, awards at 3pm. Top 20, Presidents Choice, and The Finer Details awards. Event T-shirt and goody bag to the first 40 entries. Door prizes, 50/50 drawing, food, and DJ are some of the events planned. Rain date September 27.



My 81 Imperial by Larry Mayes

Lee Iaccoca wanted to bring the IMPERIAL back to the Chrysler lineup. In late 1980 the all new 1981 Imperial was brought to the public.

The Imperial was to bring a high class luxury car back to the Chrysler lineup when they had very little to offer. There were about 12,000 Imperials built in the 3 years the Imperial Coupe was built. 1981 had the most built with just over 7,200 made. It was the only year the extra cost option of Power Moon Roof was available. All other options were at no additional charge. There were choices in color, Leather or Cloth interior, wire wheel covers or aluminum snowflake wheel, am/fm radio, am/fm cassette or am/fm 8 track. Frank Sinatra was a spokesman for the Imperial and there were a few special FS editions and they came with some of Frank's best on cassette.

The sale price on the Imperial I have with tax was just over \$19,700. It has the optional moon roof, am/fm radio, Mark Cross Leather interior and the snowflake aluminum wheels. It was bought for my mom in Oct 1980 as her company car. The dealership had to have a qualified salesman and service tech. It was purchased from Tom O'Brien on North Keystone and Tom Jr. was the salesman. This was not the only car mom had to drive and dad told her at the time he didn't want her to smoke in the car, park it close at the shopping centers or drive it in the rain or snow. Mom said the car is too damn good for me and she drove it very little. It was only 3 miles one way to work so the car was only driven on nice days. Dad said it was driven in the rain 4 times that he could remember. It has never been driven in the snow. The current mileage is about 14,500 miles and it still has the original tires. I tell people it still has factory air in the tires. It has never had a flat or dismount of the tires so there must still be factory air in them.

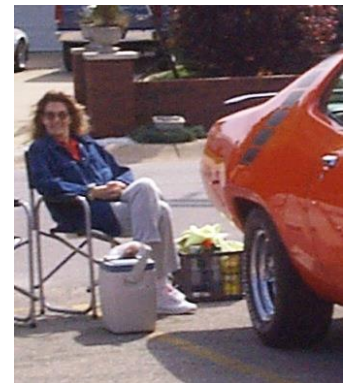
Bob Rosenberger – 1970 Hemi Cuda

A group of people are gathered outdoors at what appears to be a fair or festival. In the foreground, a man in a grey hoodie and blue jeans stands with his hands in his pockets. To his right, a man in a white shirt and dark pants is looking at a display board. A woman in a bright yellow shirt and dark pants is bent over a table, looking at something on it. Another man in a white shirt and blue jeans is standing behind the table, and a woman in a dark jacket and blue jeans is standing to the right, looking at a display board. The display board is a large, blue, perforated metal board with several small pictures and text on it. The background shows a building with a brick wall and a clear sky.

Our busy registration desk



Chris Usher & Jim Parker ready to hand out the ample supply of Door Prizes



Pat(ricia) McKarski taking it easy

[illegible]

Reported by Pat & Pat McKarski

IMC June 2008 Page 3

INDY MOPAR CLUB Monthly Meeting Secretary Report May 29, 2008 7:00 PM

Welcome and sign in – Steve Wisdom, President:

Attendees were: John & Carol Ann Bauer, James & Laura Bratby, Bill Bratton, Ronda & Dennis Cherry, Rick & Susan Eilert, Dave & Terry Fishburn, Ken & Debbie Komlanc, Ed Leyes, Mike Leyes, Gary & Jessica McCormick, Pat & Pat McKarski, “Bud” & Debbie Mounce, Jim Parker, Stan & Jan Peel, Terry & Rose Richard, Bob & Karen Rosenberger, Bob Schonegg, Darren Turpen, Chris Usher, Bob Vorpe, Dave Watt, Bob Thomas, Steve Wisdom, and Rick & Ginger Zimmerman.

Steve Wisdom brought the meeting to order at 7:00 PM by asking all members and guests to introduce themselves and tell about their favorite car.

Secretary’s Report – Ronda Cherry:

Ronda read the highlights of the April 2008 meeting.

Treasurer’s Report/Membership Update – Mike Leyes:

Mike gave the treasurers report as of May 29, 2008. April 24, 2008 Balance was \$1,409.27;

Income for May was 7 membership dues of \$210.00, received from Ken Mosier for Award Money and trophies \$175.00, extra member shirts \$20.00, Palmer Sponsor Check \$2,000.00, Palmer Show Money \$1,156.00 – Total \$3,561.00.

Expenses – Flying W Awards for Palmer plaques \$471.98 and for Palmer Finer Detail Plaque \$24.02, Reimburse Steve Wisdom for Flyer Printing \$71.02, Jan’s Computing Service for Newsletters \$66.10, Dave Watt for change & Finer Detail Award money for the Palmer Show \$300.00, ABC Dee Jay for the Palmer Show \$225.00. – Total \$1,158.12

Balance May 29, 2008 is \$3,812.15.

We currently have 72 members in the club.

After a membership discussion John Bauer made the motion we send JDRF a check after the adjustments have been made for the Palmer Show. Total amount to be reported next month.

Event Calendar – John Bauer:

John talked about upcoming events for the year:

June 21st Fletcher Chrysler-Indy Mopar Club all Mopar Car Show

September 20th Danville Chrysler- Indy Mopar Club all Mopar Car Show – Rain date September 27th

John took this opportunity to compliment Dave Watt and Jan Peel, co-editors of the IMC Newsletter, on the May newsletter being very professional.

Event Advertising – Pat & Pat McKarski:

Pat gave a brief update on the advertising. They are presently advertising in

Indy Auto & RV

Old Cars Only

Mopar Collector’s Guide.

Old Car Trader

Pat also displayed the trophy the Indy Mopar Club won for a Club Participation Award at the Cool Cars For A Cure May 18th. (See the write-up from Pat on page 3 of this newsletter)

Communications Director Report – Dave Watt:

Dave Watt will have the pictures from both the Palmer show and the Fletcher Edinburgh show on the web-site. He also read the letter from Ron Harris, who attended the Edinburgh show, thanking us for receiving the Best of Chevy Award and the award from Car Art Sign. He appreciated both the car show and the awards.

Old Business – Steve Wisdom:

A. Club Member Profile for Newsletter & Website

1. June – Larry Mayes

People Helping People

Steve Wisdom, our President, was contacted by Anne Sutton, Manager, Chick-Fil-A in Greenwood. She needed 50 cars for a 50's day June 19th and wanted to know if we had any. Terry Cummings agreed to show his 1950 Dodge during the evening. After many phone calls were made and thinking caps put on we called Tony Adams who won a fan award with his 1959 Dodge Royal D-500 at the Palmer Show and he agreed to show including lunch. The T964RB to hot GFB0 giving their impracticality to people know we are willing to help. biased, so it doesn't get the title either. They did put a big block engine in a medium-sized car, true, but it was not affordable... at least not as affordable as the Road Runner would be. The '67 Plymouth GTX, it is true, did have a lot of horsepower (375 horses from the 440 Magnum); but, being a fancy car, it does not qualify in my book either. hood shield washer nozzles use a welding torch tip cleaner, an

Think about it. Can it be 40 years ago that our beloved Road Runner came to pass? That basic Socket Starter. When you start, and need to start and hold the motor, it is too short for your affable little Insert a small piece of flyan cubic speed transmission. Later the 172cc racing block is available. The old 170 are now gone. The 170 are now offered that first year were the venerable 335-horse 383 Magnum and the incomparable 425-horsepower 426 cubic inch HEMI motor. Either way, what a choice! Although, for its time, the

The coupe started life as the Bekerere two-door sedan. Can you imagine that light little coupe with that powerful HEMI motor in it? I can't, as I never did drive one at the time. I have ridden with friends in them in recent years, but drivers never Tattle's Common now like they would have in the old days. What's this? Overheard at the May meeting. Rontal said she was just detained and had to go to the NCOD to get medicine. I think most people took the 25 doors, but then Rontal has a mind of her own. Right? 2012

with the 7.75 x 14-inch tires (or maybe 8.25 x 15-inches if you opted for that). Bias ply tires were "it" back then. Polyglas came on the scene anywhere from one to two years later, and radials followed a year or so after that. I recall the polyglas being put on my 1967 Satellite, mounted on chrome reverse ~~Grandfather's Influence~~ ^{A Little Bit of Humor} whitewall tires. The car was jacked up with shackles as grandmothers and tires would fit under the fenders. So cool. She likes other people's little girls and boys. A available before then? What what? The gooder know as the "bottle" body about like that of the Changers and Road Runners came out in 1968, we found that the wide tires would fit should they play hard or run. nicely enough in my 1967 us to the store where the pretend horse is, and have lots of money ready. Or if they

take us to DEER TRACKS. They also took me to the first lakes for some enjoyable pitman rides of the old dirt Road Runner I got to "flog on." That happened during the early summer of 1970. I was working on road construction in South Dakota and finished a ride home for the weekend. My buddy, Butch, had a '68 Thunderbird. Since he had to drive the company truck to the boat lake up in northeastern North Dakota, he asked me to drive his Road Runner a large distance of perhaps 400 miles. I later baby high way speed because at that time over 75 MPH was the legal limit to get away with a lot, or more I asked Butch, "how fast can you baby?" He said, "I'll have you grand on it, but especially for the catch 'em and get 'em home" because he had the standard 3.23 Sure Grip in it, because four grand on the tach was 115 MPH! YES, you heard me right!

True Advertisement

True Advertisement

True Advertiser, South Dakota. While after the 00 PM and was at the 07 issue of the Grand Forks North Club Bulletin: Dako, a four hour later. My other top was a magazine (top / bathroom break) of 11 and in my case, I let my wife flower seed and a beverage and my hand got me through. What a ride!

Yes, I do know that I was not running according to "specs" at the time, but I was young (25) and young at heart. Tell me that none of you ever ran a good run like that! You can see why the Road Runner was popular with the moonshiners down south. Co-Editor Jan Pett

I would appreciate any news about our members that have attended other events and/or have had their cars or stories be on the podium next time. This is your newsletter, help me make it facts and better of fun about the kind of hero, reason, so far the best, the Plymouth Road Runner by William Wright mainly about the Road Runner 317-357-3700 through 2008 and this in the 40th anniversary year of our beloved Road Runner 3741 to 3741. (Complaints can also be handled this way.)

CLIF NELSON cknelson@polarcomm.com

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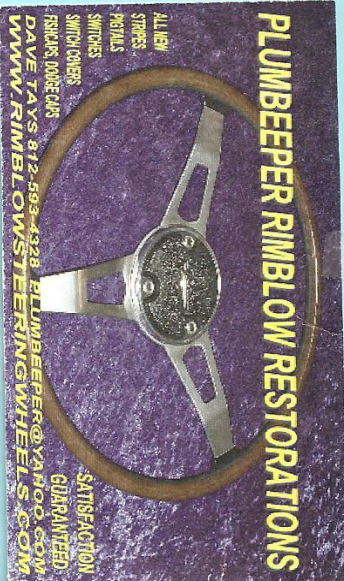
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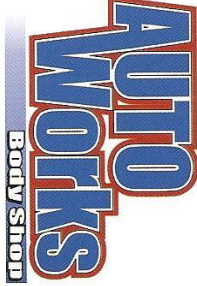
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