





June 2008

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

2008 schedule of events. More events and details on the way.

**Next regular meeting:** Thursday June 26, 2008 will be held at *MCL Cafeteria*, *3630 South East street* Indianapolis (US 31- N of Southern Plaza between Sumner & National). Meet for dinner at 6pm, meeting at 7pm. A Map Quest link is available on the IMC website.

**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 snow flake 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.

In 1988 the car had 9,826 miles on it and mom had flooded it one day. Her boss tried to start it by removing the air cleaner, (a no no with this car) I finally got it running later and the converter was glowing cherry red and I figured it was stopped up. I cut it off (another mistake) and put it in the barn. Dad took it the next day and they told him they should put the conversion kit on it.

It had many 1<sup>st</sup> items, the electronic Fuel injection, on board computer & Digital dash were among the items that have never used on a production car. As with many 1<sup>st</sup>, problems arise and the electronic fuel injection was so problematic Chrysler had to replace the units. The retro kit changed the intake, exhaust, computer, dash cluster, fuel lines and tank. At this time they could not FLASH the computer to put the mileage back on the odometer. When it left the dealership they installed a sticker on the drivers door with the miles at the change 9,826 and since 7/88 it has been driven less than 4,500 miles. When the car started to get some age on it I would tell mom, "Don't be driving the car much, I don't want a lot of miles on it when I inherit it."

I always wanted to show the car. Even wanted to paint it with Mother of Pearl on top of the white but never did. It has had maintenance done but is not a restored car. The only body damage was done when mom backed into a car in the mid 80's and did \$115 damage. I cannot tell you where it is on the car. Dad took it and had it fixed before I saw it and I never asked exactly what happened. It was at the dealership just a few times for service. The brake calipers had to be rebuilt in the mid 90's. I got a kit instead of replacing the factory ones even though it was cheaper to replace them.

In the early 90's mom and dad were not driving it and they had a 2 car garage. My house had a 3 car garage and I was single with 2 cars so we stored it in my garage. I have had the car ever since.

A car can be restored over and over, but it is original only once. I have seen several 81~83 Imperials and have yet to see one in the condition ours is. I would guess to say there are very few that have less miles and are in as good of condition anywhere. The car may not have much book value, but it is very dear to me.

It has been shown at the Mopar Nats, World of Wheels and as a survivor at the Chryslers at Carlisle. I'm very glad we did not paint it. It appeared in the Feb/March 2008 Mopar Enthusiast magazine `81 FLAGSHIP IMPERIAL

Author – Larry Mayes

#### 

## Fletcher Used Cars - Edinburgh / Indy Mopar Club May 17th results

The day was sunny and no rain in sight for the 33 non-member and 15 member car registrars (until we were getting ready to leave). As always, everyone enjoyed the music provided by our ABC Dee Jay and the great food from Whosoever Will Community Church. Pictures were taken by Dave Stephenson and have been posted on the IMC website. And a hearty thanks to Fletchers for providing transportation to the Outlet Mall for the women that wanted to shop. It really was a "hit" with them.

And now for the "Rest of the Story" – The Winners (In no particular order)

## Non-Members Awards:

Dave Chapman – 1985 Dodge Ram 100 P/U Cliff Simpson – 1981 Corvette Dean Burton - 1955 Chevy Bel-Air Stephen Rieman – 1964 Dodge Dart Dean McGaha – 2005 Honda Shadow Bryon Eldridge – 1969 Camaro Gold Joe Henson – 1930 Ford Gary Judd – 1963 Nova Dick Floyd – 1972 Chevy Truck Lewis Burton – 1957 Chevy Black Lewis Burton – 1967 Ford Falcon Daniel Rothwell – 1977 Pontiac Ventura Wayman Burton – 1993 Corvette Best GM – Terry Cummings – 1964 Olds 98 **Best Chevy** – Ron Harris – 1970 Chevelle **Best Paint** – Ed Burgett – 1936 Chevy

Chris Wheeler – 1957 Chevy Bel-Air Bud Litchfield – 1988 S-90 Bob Lemley – 1964 Corvette Harry Sanders – 1957 Chevy Eric Griffin – 1972 Datson 240Z Steve Humphries – 1970 Roadrunner Mark Hamilton – 2005 Chevy Monte Carlo Glenn Giles – 2003 Harley Road King Arlene Watson – 1965 Chevy Impala Conv. David Williams – 1965 Chevy Chevette Don Berkheimer – 2001 Chevy S-10 Geoff Fouch – 1983 Z28 Camaro Best Ford – Rusty Wilkerson – 1966 Ford Fairlane Best Mopar – Jean Henderson – 1948 Plymouth Coupe Best Engine – Gary Stafford – 1970 Challenger R/T Best Truck – Jim Paxton – 1969 GMC Car Art Sign Award – Ron Harris – 1970 Chevelle <u>Indy Mopar Club Members Awards</u> Ronda Cherry – 1971 Challenger R/T Bob Rosenberger – 1970 Hemi Cuda

Below are some of our hard working volunteers at the Fletchers Edinburgh Show.



**Car Spotters Pat & Rick** 

Our busy registration desk



Dave Stephenson Photographer

Pat(ricia) McKarski taking it easy

# **Congratulations Are In Order**

On Saturday, May 18th the Indy Mopar club had a great turn out at the Cool Cars For A Cure. This car show was held at St. Francis Hospital for support to find a cure for Huntington's disease that netted the club a club participation award. The club members in attendance were Ken & Debbie Komlac , Dennis & Rhonda Cherry, Curt Huff, Mike & Lori Benge, and Pat & Pat Mckarski. The show had 128 entries, and all club members also received a top 40 award. The blood mobile was there and several club members gave the precious gift of blood. The Komlancs were on needles and pins awaiting the word of the arrival of their Grandchild that made them wait a few more days. Congrats to them on the birth of their Grandson. All in all the day was a great one, thanks to the club for the participation.

Reported by Pat & Pat McKarski

Ken Moser received top Muscle Car Award at the Good Guys weekend. Reported by Pat McKarski

# *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 21<sup>st</sup> Fletcher Chrysler-Indy Mopar Club all Mopar Car Show

September 20<sup>th</sup> Danville Chrysler- Indy Mopar Club all Mopar Car Show – Rain date September 27<sup>th</sup> 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 18<sup>th</sup>. (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

- 2. July James Bratby
- 3. August Mark Smith
- 4. September John Bauer
- B. Joint get together with another Mopar club. After numerous attempts to arrange a meeting place with the Tri State Mopar Club it was left for them to notify us of a place. This is on hold until then.
- C. IMC Name Tags (Renewals for 2008) Larry Mayes sent an e-mail requesting information of the memberships intention with the name tags. It was discussed and the voting response was to stay with the name tags/membership cards we presently have.
- D. Recap of May Car Shows
  - 1. Palmer Show Pike Plaza Comments were coming from quite a few that the show was good but not too well attended. Possibly both because of the weather prediction and the location. One comment was it didn't appear that Palmer was ready for us, although they did correct it.
  - 2. Fletcher Edinburgh Show The attendance was down and members felt that it was probably due to the fact that there were a couple other shows in the same area that day and ones that have come in the past were probably attending them.

## New Business – Steve Wisdom:

A. Fletcher Franklin Show Volunteers:

Registration Table – Bob Schonegg and Ed Leyes Goodie Bags – Steve and Cheryl Wisdom and Laura Bratby Parking – Rick Zimmerman and Pat McKarski Pictures – Dave Stephenson Door Prize Table – Debbie Mounce, Karen Rosenberger 50/50 and Door Prize Tickets – Jan Peel Food & Drinks – Whosoever Will Community Church Event T-shirts & Awards – Steve Wisdom - Taken care of D.J. has been confirmed – ABC Dee Jay

- B. Confirm Date for Club Christmas Party
  - 1. Tom Williams made the motion for December 14<sup>th</sup>, 2008. Steve will check it out.
- C. A suggestion was made to contact members that will be going to the Mopar Nationals and some of them may be able to form one or possibly two caravans.

Steve Wisdom then adjourned the meeting.

Respectfully submitted – Ronda Cherry, Secretary



<u>July Birthdays:</u> Jim Rockey, 7-3; Tony Fields, 7-4; David Tays, 7-7; Jerry Loy, 7-18; Pat(ricia) McKarski, 7-29; Vicki LaFollette, 7-30.

July Anniversaries: Ben & Kathy Jones, 7-5; Stan & Kerry Sanders, 7-20; Fred & Linda Kelley,

7-21; Rick & Ginger Zimmerman, 7-28; Darren & Diane Turpen, 7-30; Larry & Susan Mayes, 7-31. Congratulations to all!

#### 

# Information

Wednesday night cruise–in is located at Dooley O'Tooles which is on Carmel Drive between Rangeline Road and Keystone Ave. When you drive your classic car there you receive 25% off your dinner, food only. They are extremely nice people and they normally have some pretty nice cars. (Reported by John Bauer)

Rick & Ginger's son, Ryan, was home for a short visit and is now back on duty.

## **Best Car For The Money**

Have you ever thought of how the advent of the Plymouth Road Runner during the 1968 model year changed the idea of muscle cars? Introduced Photolet Helping Pooplet was an instant hit. Steys Wisdam, aus Riesident was contacted by fame Sutton Manager Ohicki Eve Arie Reagny and She neadedr50/auparafforca 562 sudax leura. 19heand wanted to know its we had anned, an how movings agreed to show bis 1950 Rodgeduring the evening caffer many obare walls were made and thinking caps public we called Tankikadam 600howani fain awaral with chis 1959 120 store Royah 2:500 fait the Palmer Show land the lagreed to show inductor to the IBAAKS to that GEO diving to be the time real to the date of the two where the two the test of tes biased, so it doesn't get the title either They slid 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 horsepower than the 440 Magnum); but, being a fancy

**The it for a not auality in my hook cether** indshield washer nozzles use a welding torch tip cleaner, an The first truly affordable muscle car has to be the 1968 Road Runner, priced at \$2831 for a the force of the couper, if my memory serves me correctly. I still think about all the ads for this car that appeared in four will help flush out debris.

Think about it. Can it be 40 years ago that our beloved Road Runner came to pass? That basic Socket Startane Whone years, a neasessee to start and old than is to shart if the undrated ket bley this tipe, Insert a antaitspieuthofiflyamfaubtspreed toak simis stons baket that 7217 eautordatic beltanthreads able exposed lytoware now apprings affered that first year were the venerable 335-horse 383 Magnum and the incomparable 425horsepower 426 cubic inch HEMI motor. Either way, what a choice! Although, for its time, the

HEMI was an expensive option at \$700-plus. Screw Starter: If you have the screw that are so tight the screwdriver keeps slipping out of the The coupe is what they came out with first. Later in the spring or early summer, the hardtop line slot and came in the otoe with anticier to ad Ruffler, since the Satellite and the property of the slot. The steeperior of will new slow and the store in the spring of early summer, the hardtop line steeperior of will new slow and the store in the spring of early summer, the slow and the steeperior of will new slow and the store in the store in the store in the slow and the s

The coupe started life as the Betredere two-stoor sedan. Can you inagine 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 **Lattleois (Gerne** now like they would have in the old Whyat's ghis? Wixer heard an three Maly three tip gr Rond absaild store was us to leave all had up onet to HANCE OD bet medicine. with the 7:75 x 14-inch tires (or maybe & 25 x (15-inchers 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 payettete Bit (fratum de) being put on my 1967 Satellite, mounted on chrome reverse Cirandpiahenese Itheluege etwhittem by The carknessin cheildup with shacklessorthetrinochandstirts to will dihamdor the dendorsh Socool Storijkared the wheepve badtle girls and boys. A granlatish before near Waren would can be goeseften warks when the books, the bady styles like that the that. Changens and Rand Runness whing out to 2268 two bounders at the wiels tist thank it student polar hard or run. **Nice Endugination** where the pretend horse is, and have lots of money ready. Or if they take us Solder Reacher and the second of the second and the second and the second and the second of Romner I got to "flog on." That happened during the early summer of 1970. I was working on road constructionalin South Barkets and the added rode to be snocket the My durch solution of and the snocket the My durch as But and the added as the snocket the snoc Ruon can Stake the had the divised by some of the manuful action of the state of th iska Ove took? Mia Road Burnon toking a chistan of perhaps a horse to the state high way specify do, becitaset in the third to very of the set of Eaverly tour best of the state the standardhy 23 Surge Grip in it, because four grand on the tach was 115 MPH! YES, you heard me right! **True Advertisement** 

True A Selby senuth Daketas Witheafter the DaRM appleves at 120074 super of the PFarkout of the Bulletin: Detotav anuch own later hay of her open and an a strangest of p. / bath on breakes of a finite way there of the my wife floevesheesdklandne bavaragaid sale hand got me through. What a ride!

Yes, I do know that I was not running according to "spece" 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 moons king inder from woon to fat folly have been if those of ads with the appreciate any newsinability of the table of the hard of the second of the se stories he constituted with the second in the second s hastrantioadsof in the peopertishe Plynouth Road Runner U Eith arrite entry about the Road Runnent 317-357-5760 shouh 2008 and his in the Add Peeni Serse Reaves out, Individ Band IR 45203-5744 to Oding Raints can also buthanaled this way.) CLIF NELSON <u>cknelson@polarcomm.com</u>



IMC June 2008 Page 7