



# Indy Mopar Club News

January 2009

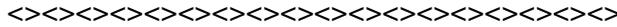
www.indymoparclub.com

Jan Peel and Dave Watt, editors

Meetings are the last Thursday of every month except November & December

2009 schedule of events. More events and details on the way.

**Next regular meeting:** Thursday January 29, 2009 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.



## Mike and Shannon Chabes and our 1970 RT/SE Challenger:

We thought this would be a good way to introduce ourselves as new Indy Mopar Club members. Mike is an Engineer and Surveyor for GRW Engineering and Shannon is currently seeking new employment in the real estate field. We've been married for nine years and after relocating from Chicago, bought a renovated home near downtown Indianapolis last winter. So far, we love it here, we've been to the new Lucas Oil Stadium (unfortunately for a concert and not to see the Colts!), and a Pacer game at Conseco, and have played an integral part in our neighborhood association where we even got to meet the mayor at one of the meetings! We've already made lots of friends down here and hope to make more.



All right, that is enough about us, on to what you really want to know about...the car.

Past: Shannon's father, Dave Longmore, purchased the originally triple black '70 RT/SE Challenger in 1987 with a 440 Six-Pack in it. In his vision to restore the car as close to original as possible, he replaced the six-pack with a 440 Magnum. He also began collecting as many missing parts as he could get his hands on at swap meets and numerous duplicate parts because "you never know when you might need it." In 1997, Dave passed away due to complications of his lifelong battle with type 1 diabetes. As his only heir, Shannon inherited the Challenger.

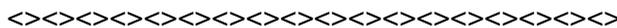


Present: Our wedding, college, and buying a house did not leave much time or money to be invested in the Challenger over the past years. Luckily, Shannon's grandfather owns a warehouse where he has allowed us to safely store it until we settled in one place and can put the time in on the vehicle it deserves. Mike has carried on David's legacy and has begun to pick up more parts and spent some time on small steps toward the restoration. We have kept up on maintenance, restored the rotted trunk area, restored part of the interior that needed replacing,

and started cleaning up the engine compartment. We have tried to leave as many original parts as possible, as the overall condition we received the vehicle in was quite good compared to some of the other vehicles out there that need saving. It's nice that David bought so many original parts years ago, as sometimes repro parts need quite a bit of tinkering to get them to fit correctly.

Future: Plans are in the works for a complete re-wire, finish some minor bodywork that needs to be completed, a new paint job and replacing the vinyl top to restore it all back to the original sinister looking triple black with chrome accents. We hope to invest more time and of course more money in the upcoming year or two to have the Challenger completely restored to its glory by 2010 for its 40th anniversary, and show it off with a trip to the Mopar Nats.

Authors Mike and Shannon Chabes



We are starting a new year which may prove to be very challenging. For those that have not yet paid the 2009 membership dues, remember to bring them to the meeting or send them to Mike Leyes. We don't want you to miss out on any of the upcoming events.

## Christmas Party – December 14, 2008 - Carefree North Clubhouse



Dave Stevenson received his well deserved Award of Appreciation from the Indy Mopar Club at our Christmas Party December 14<sup>th</sup>. Dave's comment: "I am very thankful for getting it although I didn't say so at the time. I guess I was so shocked I was at a loss for words. That doesn't happen to me all that often".



### Indy Mopar Members' News

**From Ken Scobel:** After 29 years with Cummins Engine Company, I have taken a buy-out package and have retired. It has been a long and rewarding career that has finally come to an end. Prior to Cummins I enjoyed 6 1/2 years with Chrysler Corporation which was the actual start of my automotive journey. Over the years with Cummins, I actually worked closely with Chrysler as a supplier. As a Mopar enthusiast, I enjoyed every minute of this. So my frequent visits to Detroit have come to end, except for visiting family of course. I plan on taking it easy for awhile, and will start looking for alternate employment sometime after the first of the year.

(Later) Well, it finally happened. Due to the severe downturn in the economy, Cummins has offered 500 people retirement buyout packages. I am one of them. The offer is continued full salary paid through September 2009, plus full benefits including health and dental care. At the end of September 2009, everything would end. Actual employment would end December 31, 2008. Due to remaining vacation days, my last work day at Cummins would be December 18. I will be able to access my 401K and pension money and invest them elsewhere, which would give me more options than I had through Cummins 401K plan. I have decided to accept the offer.

Now the good part. I contacted my old boss Alex, who has been trying to get me to work for him since he left Cummins over 4 years ago. He works for Greyhound Bus Lines as the national Service Director. Alex has already offered me a position at the Greyhound Louisville facility, as a service manager. I have not accepted the offer yet as I want to visit the facility and review their operation. Salary would be very similar to what I am currently making. By the way, Greyhound is booming right now, due to the high cost of air travel. It's not tied to the auto industry and is therefore not impacted by the current economic crisis. The only negative I see would be the drive to Louisville every day. I have other options available that I need to check out before I make a final decision. I figure I have at least 5 more years of work in me before I quit for good. Ken Scobel

**About Bob Beisel:** From the Indianapolis Star - Responding to a 911 call for help December 26, 2008, four Pike Township firefighters ended up in their own emergency when their fire engine crashed into a tree. It happened inside Eagle Creek Park just before 11:00 am. All the firefighters on board the engine were taken to Methodist Hospital complaining of neck, back, knee and shoulder pain.

One of the victim's family members, a retired firefighter, says he's surprised the injuries weren't more severe. He says the tree they hit quite possibly saved their lives. A vehicle versus a tree: it's a call firefighters get all the time. But this time four from Pike Township were on the other end of 911. A driver, an officer and two firefighters were riding in the engine. They were on their way to an injured person inside the park. The road was steep, curvy and slick with ice. The driver was turning right taking the curve, when a patch of black ice took the steering wheel away from him, kept him on a straight line. The fire engine collided head on with a tree. "You've got 16 tons of fire engine underneath you. So when you're driving on regular wet pavement and you hit black ice which you don't know is there, that weight takes over and it's going to take you where it wants to go,"

said Gary Beisel, victim's brother. Beisel is a retired fire engineer from the same department. He said they were lucky to hit the tree.

"Had they not hit that tree, there's a 30-foot drop off past the tree they could have hit which would've flipped the truck over," he observed. Beisel said at that point they would have had more than 16 tons of runaway steel to fear. "I'm sure they were scared. There's a lot of equipment on that truck, axes, pipe, poles, all of them have sharp points. All of them can break loose from their holding positions and come flying through the cab," he said. The victims ranged in experience from 13 to 25 years in the department. But this retiree says black ice trumps that any day. "I don't think there's any amount of training anybody could have," Beisel said.

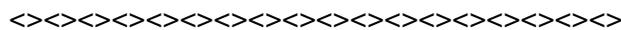
The impact crunched the cab of the engine. The division chief on scene says he's not expert but by the looks of it, this truck is a total loss. "I'm not an investigator or an adjuster but it looks like it's pretty well banged up," said Rob Saunders, Pike Township Fire Division Chief.

The driver/engineer was **Robert Beisel**, 53. The officer in charge was Ron Hendrix, 45, and riding in the back were paramedic Aaron Bell, 35, and EMT Michael Young, 40. All were checked out for minor injuries. By 5:30 pm they had either been released from the hospital or were getting ready to be released. The person they were on their way to treat was an Indy Parks salt truck driver who fell and hit his head while trying to treat the road. He was treated at a local clinic and released.

**From Bob Beisel:** The estimated impact was 45 mph. We were all trapped for a short while. I broke my driver door open and fell to the ground with head, neck, back, hand and right knee pain with lacerations. No broken bones. The other guys were trapped with broken bones and deep lacerations about their bodies. We all are going to be OK. I just returned to full duty the other day and the other 3 guys are going to be off for 6 months or more.



**Rick Zimmerman** lifts his stepson, **Spc. Ryan Johnson** off the ground after they were reunited when 338 members of the 2nd BCT, 3rd BCT and 101st AG returned to Fort Campbell. And it was good to see Ryan at our IMC Christmas party.

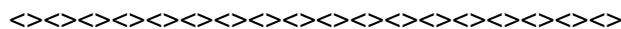


**INDY MOPAR CLUB Monthly Meeting Secretary Report December, 2008 7:00 PM**

The December activity was the Christmas Party with no scheduled meeting. President Steve Wisdom presented Dave Stephenson with the well deserved Indy Mopar Club Award of Appreciation for all of his photography expertise and dedication of photos for the Web-Site.

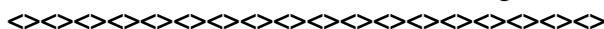
A reminder of the Club Member Profile for Newsletter & Website

1. February – Bob Vorpe
2. March – Bud & Debbie Mounce



February Birthdays: Terry Cummings, 2-6; James Bratby, 2-16; Chris Deweese, 2-21; Dan Kelly, 2-21;

February Anniversaries: Butch & Diane Gillock, 1-24. Congratulations to all!



**Upcoming Events – *\*\*Indy Mopar Club and others***

***\*\*January 29<sup>th</sup>, Indy Mopar Club meeting at MCL Cafeteria, 3630 South East Street, Indianapolis***

***\*\*February 13-15, 2009 World of Wheels***

***\*\*February 25<sup>th</sup>, Indy Mopar Club meeting at MCL Cafeteria, 3630 South East Street, Indianapolis***

***\*\*March 7-8, 2009 Swap Meet***



**Tattlers Corner**

Well it appears that you have all been behaving yourselves (or it hasn't been reported to me otherwise) so I guess Santa must have been good to all of you as I have nothing to report here. I'm looking forward to 2009.



**A Little Bit of Humor**

I dialed a number and got the following recording: *'I am not available right now, but thank you for caring enough to call. I am making some changes in my life. Please leave a message after the Beep. If I do not return your call, you are one of the changes.'*

Aspire to inspire before you expire.

( I LOVE THIS ONE! ) My wife and I had words, but I didn't get to use mine.

Frustration is trying to find your glasses without your glasses.

Blessed are those who can give without remembering and take without forgetting.

The irony of life is that, by the time you're old enough to know your way around, you're not going anywhere.

God made man before woman so as to give him time to think of an answer for her first question.

I was always taught to respect my elders, but it keeps getting harder to find one.

Every morning is the dawn of a new error.

The quote of the month is by Jay Leno: 'With hurricanes, tornados, fires out of control, mud slides, flooding, severe thunderstorms tearing up the country from one end to another, and with the threat of bird flu and terrorist attacks, 'Are we sure this is a good time to take God out of the Pledge of Allegiance?'



**Reminder from your Co-Editor Jan Peel**

I would appreciate any news about our members that have attended other events and/or have had their cars or stories in other publications. This is your newsletter, help me make it an even better one by sharing this kind of information so it can be published. You can contact me by E-mail [jpeel83719@aol.com](mailto:jpeel83719@aol.com) or call me at 317-357-5760 or send it to me by mail: Jan Peel, 5128 E Rowney St, Indianapolis IN 46203-3741. (Complaints may also be handled this way.)



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