



Indy Mopar Club News

www.indymoparclub.com

May 2011



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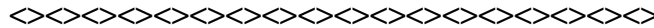
Mike Leyes, Treasurer 765.524.0326

Glenda Wallace, Secretary 317.839.9863

Dave Watt, Communications Director 317.696.6071

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

Next regular meeting: Thursday, May 26, 2011 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 – www.indymoparclub.com.



Member's Profile

1942 ... yes, a Forty Two Plymouth P14C Convertible

Well, there is plenty of blame to pass around. Of course it couldn't be my own weakness for all things Mopar...

I could blame my friend Chuck Cochran who sold me my first DeSoto Airflow. He then invited me on an Ohio road trip to pick up his beautiful 1942 DeSoto S-10 Convertible, fresh from a just completed restoration.

Or I could blame Jan Peel for 'subtly' telling me that Stan's 42 Plymouth P14C Special DeLuxe Convertible was for sale.

Of course there was E-bay that opened up the computer screen to show me the abundance of 1942 Plymouth literature just waiting for a few simple keystrokes. My fingers would instruct PayPal (ohh he's been anything but my Pal) to send my money off to some unknown collector of things I think I need.

And last, I could blame my wife Teresa who continues to cave-in to my childish whims for just one more Chrysler product...

So yes they could all be blamed, but in the end, I guess it was just my own intrigue with 1942.

Shortly after Jan mentioned wanting to find Stan's beloved Plymouth a new home I started thinking. Like Jan, I did not want it to go to someone who would cut it up for a hot rod. I thought of Chuck's gorgeous ragtop and how rare any 1942 model year car is, much less a convertible. So I went on-line and became intrigued by the car brochures, advertisements, service manuals, on and on. PayPal and I start buying stuff for this 1942 Plymouth that I did not even have yet. I guess some distant electron in my brain knew it was a matter of time. Couldn't wait to let Jan know about the cool old books, sales brochures and service manuals I bought. I think she knew all along.....

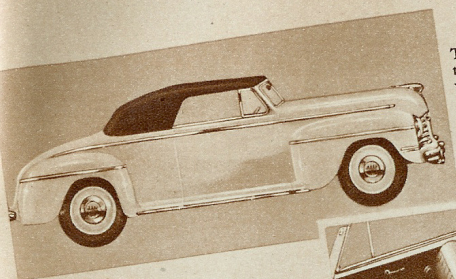


Why is Stan's old 1942 Plymouth Convertible so special? Well everyone knows that the world was changing in 1941 with Hitler and his minions moving about Europe at will. The country and the auto industry knew there was conflict ahead. The 1942 models rolled out a few months earlier than prior years, for Plymouth in July 1941. The United States had already set quotas limiting production by August 1941 with the need for gearing up for military arms. Then of course came the attack on Pearl Harbor on Dec 7, 1941 and the world changed. By the end of December 1941, no vehicles could be shipped with stainless or chrome trim exposed. On February 2, 1942, the

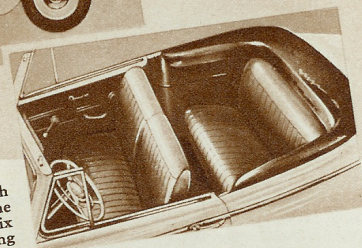
United States government ordered all civilian car production to cease.

Plymouth was number three in sales at the time the industry ramped up to help fight for world freedom. Per Hemmings, total sales for the 1942 Plymouth model year were 152,427 and of that count, only 2806 were Plymouth P14C DeLuxe Convertibles. For reference, the total US production for 1942 models was the lowest number of vehicles built since the 19-teens.

Handsome To Handle ... A Beauty To Own



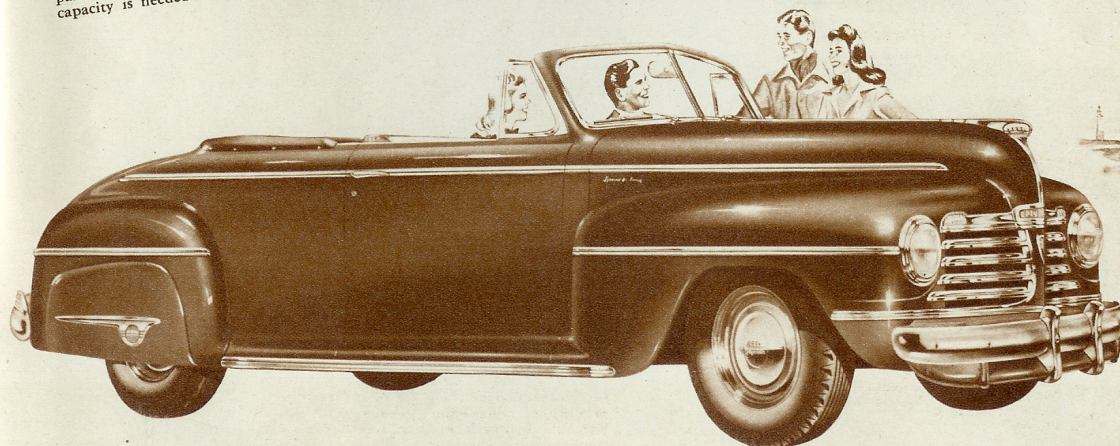
The top goes up at a touch of your finger, converting this smart, open car to a practical, all-weather beauty for any use. Top is of wrinkle-and-wear-resistant material.



A full-width rear seat, with much more than usual leg-room, makes the Plymouth Convertible a five or six passenger car when extra carrying capacity is needed. Seats are leather.

Here's the all-weather car that you'll be proud to own — and proud to be seen in *anywhere*. Smart and eager and youthful — it's a *practical* car. The Plymouth Convertible gives you beautiful, durable red leather seats — and a full-width rear seat with surprising leg-room for passengers! It has the famous Plymouth-pioneered push-button top that meets any change in weather at a flick of your finger. It's a grand car for exhilarating open-air driving — and a weather-sealed family car when it's cold or wet outside!

PLYMOUTH SPECIAL DE LUXE CONVERTIBLE COUPE



Standard equipment includes: Cigar lighter, electric clock, outside rear view mirror, 4 wheel discs, rear wheel shields, license plate frames, guards on bumpers (front and rear), window ventilation, glove box lock, front door arm rests, dual airtone horns, dual sun visors, dual windshield wipers, dual tail lights. Prices and specifications subject to change without notice.

The 1942 Plymouth P14C Convertible came with a list price of \$1078 per a couple of sources but per the Plymouth Data Book, dated 10-1-41 (that PayPal bought me) list price was up to \$1228. The DeLuxe heater, including defroster would set you back \$27. Another \$65.00 and you could have an 8 Tube radio with antenna. The base price got you sealed beam headlights and a stream lined appearance as the running boards were now enclosed by the bottom flare of the door for the first time. The 1942 Plymouth came standard with a 3.9 to 1 rear gear ratio. When coupled to the 217. 8 cubic inch L-Head (valve in block) engine's 95 HP, your Road Runner has nothing to worry about at the stoplight drags. The compression ratio was 6.8 to 1 and the horsepower rating was measured at 3400 rpm. The convertible weighed 3255 lbs.

I've been fortunate enough to have collected some pretty cool old cars over the years. Each one has something unique that made me want to bring it home to enjoy. I feel very fortunate to have added another very unique vehicle to the group, Stan's 1942 Plymouth Convertible.

Author~~~Tom Kelly May 16, 2011

Full-Sized Convertible Coupe

The Plymouth Special De Luxe Convertible Coupe is comfortably roomy, with a full width rear seat, and ample rear seat legroom. Special construction has made it possible



to drop the rear floor over four inches lower than on former models, greatly increasing the comfort of rear seat passengers, and contributing to easier entrance and exit.

Front ventilating wings on the Convertible have rigid frames, which help to make a completely weatherproof seal at the front, and also to eliminate rattles.

The front seat has the same full five-inch range of adjustment found on all other Plymouth models . . . an important aid to driver comfort. Red leather upholstery is standard equipment, with blue or tan available as



optional equipment. Two special exterior colors, brilliant S-mach Red, and glamorous Charlotte Ivory are available in addition to the nine regular Plymouth colors.

A black top of special material is provided as standard equipment, with a gray top being optional. The black

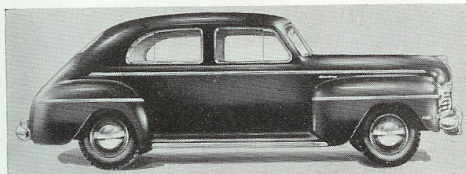
18—Plymouth Features

Printed in U.S.A.

top has a high luster, resists fading and holds its new appearance for a long time. When not in use, the top folds down completely flush, to give the car a trim, finished appearance.

Town Sedan

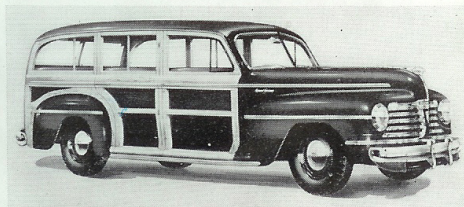
For buyers who prefer this particular body type, Plymouth builds a styled-to-the-minute Special De Luxe Town Sedan. It provides sleek custom styling, together with



Four-Door convenience and utility. Ventilating wings in both front and rear doors assure summer and winter comfort for both front and rear seat passengers. All doors open wide, making it easy to get in or out of either the front or the rear compartment.

Special De Luxe Plymouth Station Wagon

The Plymouth station wagon fills two useful purposes. As a passenger vehicle it provides comfortable accommodations for eight passengers, with space for luggage or other articles behind the rear seat and on the tail gate when it



is lowered. Or both the rear seat and the center seat can be easily removed, and the entire floor area behind the front seat is then available as carrying space.

Every care has been taken to assure maximum comfort and convenience, as well as long life in this handsome vehicle. Seats are soft and comfortable and are uphol-

Aug. 1941—Plymouth Features—19

New Members

Welcome to new members **Tony and Candice Abercrombie**, Indianapolis, who have a 1986 Dodge Ramcharger and a 1989 Dodge Ramcharger; and **Joshua and Aubrey King**, Indianapolis, who have a 1972 Plymouth Duster; and Gerry and Cindy Bush, Westfield, who have a 1974 Dodge Dart Sport 360 and a 1979 Plymouth Volare Road Runner 360. We hope to see them soon at a meeting or car show.

INDY MOPAR CLUB, MONTHLY MEETING April 28, 2011 SECRETARY REPORT

WELCOME AND SIGN-IN: Conducted by Jan Peel, with 38 members and 1 guest attending: John Bauer, Brian Berkowitz, Bill Bratton, Carlton & Regina Brock, Ronda & Dennis Cherry, Estell Claycomb, Mel Crane, Dick & Dorinda Crawmer, Rick & Susan Eilert, Tony & Thelma Fields, John Heeringa, Tom Kelly, Mike Leyes, Michael Markowski, Larry & Susan Mayes, Gary & Jessica McCormick, Bud & Debbie Mounce, Scott Oller, Jan Peel, Bob & Karen Rosenberger, David Sanders, Ken Scobel, Bob Vorpe, Mike Wallace, Tom & Glenda Wallace, Dave Watt, Tom Williams, Steve Wisdom, guest Will Rodgers, Jessica McCormick's Dad.

President, Brian Berkowitz, brought the meeting to order at 7:00 p.m. All members and guests were asked to introduce themselves.

SECRETARY'S REPORT:

Glenda Wallace gave highlights of the March meeting.

TREASURER'S REPORT & MEMBERSHIP UPDATE: Mike Leyes:

Balance as of March 31, 2011, was \$3532.64. Income for March, 2011, was \$1064.00. Expenses were \$272.99. Income for April, 2011, was \$132.00. Expenses for April, 2011, were \$1150.74. Ending Balance as of April 28, 2011, was \$2512.90.

Membership: There were 70 members as of April 28, 2011.

COMMUNICATIONS REPORT: Dave Watt:

Dave reported that he still needs to add World of Wheels photos and some updates.

UNFINISHED BUSINESS: Brian Berkowitz:

Club Profile for Newsletter:

May: Tom Kelly

June: Scott Oller

July: Frank Goodrum

Brian indicated that August profile is open, and he will ask Josh King to provide information on the Monster Mopar Weekend in September.

Updates for IMC Car Shows:

Fletcher is confirmed for 5-21-11.

ADESSA is confirmed for 6-11-11, with rain date of 6-25-11.

Champion is confirmed for 7-23-11.

Westgate is confirmed as cruise in, but no date yet.

Event Advertising Update: Bill Bratton

Bill reported advertising in Rock auto.com. Steve Wisdom reported advertising in the Johnson Co. Daily Journal every Thursday, in the free section.

Events Coordinator Update: Dave Sanders:

Circulated a list of upcoming car shows in the area for the month of April and May, 2011.

Brian provided update on return of the Indy Hi-Winders trophy, and that everyone who attended had a good time. There was information about a car show October 1st and 2nd, by the Hi-Winders, at the Indianapolis Fairgrounds, by invitation only.

Fletcher Car Show, May 21, 2011:

Brian passed around screen print of the shirt for the car show. He covered the Club's responsibilities., He passed around a volunteer sign up sheet.

ADESSA Car Show, June 11, 2011:

Tom Kelly, passed around a preliminary flyer for the show. He indicated that ADESSA will, for the most part run the show. He will work with Flying W on shirts and awards. The first 100 entrants will receive dash plaques. ADESSA will provide the food and DJ. We will handle parking and run drag racing simulator.

Champion Chrysler Dodge Jeep Car Show, July 23, 2011:

Gary McCormick indicated that a goal of \$5000 has been set for JDRF. There will be some autographed items. They are hoping for a larger show. Flyers will be available soon. The food is lined up, and there is a possibility that shirts will be available for the show.

Westgate Cruise-In:

Dave Sanders indicated that he has spoken with a Bob Davidson about the cruise-in. There will be more information later.

NEW BUSINESS: Brian Berkowitz

Monster Mopar Weekend:

The event will be held 9-23 through 9-25, 2011, at Lucas Oil Raceway Park (IRP). There will be drag racing, a swap meet, vendors, show cars, etc. There will be more information later.

Skillman's Tour/Meeting:

Still no determination on having monthly meeting at Skillman, with tour of museum.

Summer Cruise Ideas:

Brian indicated that a tentative date of June 18th or 19th is set for a club cruise. More information next month.

Club participation:

Brian encouraged club members to drive and park together when attending events.

It was reported that the Baskin Robbins cruise was a rain out.

John Bauer provided information on a Division 3 points race and Family Weekend, this coming weekend, April 29th and 30th, and May 1st the IRP.

It was reported that there will be a Hot Rod Power Tour at the Indpls Motor Speedway on June 8th.

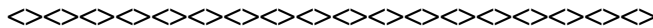
There was information provided about Summer Nights Cruise, Sommerset, Kentucky, beginning in April, and going through October, the 4th weekend of the month.

There was no 50/50 drawing at the Club meeting.

A motion to adjourn was made and seconded.

Respectfully Submitted

Glenda Wallace



Upcoming Events – **Indy Mopar Club and others

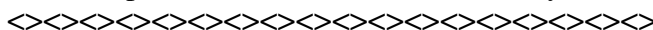
****May 21, 2011, Indy Mopar/Fletcher Chrysler Car Show.**

****May 26, 2011, Indy Mopar Meeting, MCL Cafeteria**

****June 11, 2011, Adessa Car Show with rain date of June 25, 2011.**

****July 23, 2011, 4pm, Champion Car Show**

**** September 23-25, 2011, Monster Mopar Weekend, Lucas Oil Raceway Park (IRP).**



Member Birthdays and Anniversaries

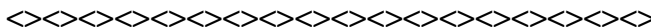


June Birthdays:

Elaine Berkowitz, 6-2
Larry Mayes, 6-13
Jay Mays, 6-14
Bob Thomas, 6-14
Rose Richard, 6-15
Sharon Scobel, 6-15
Bill Bratton, 6-26
Ken Scobel, 6-26
Carlton Brock, 6-29
Ken Mosier, 6-30

June Anniversaries:

Mel and Barbara Crane, 6-2
Mike and Lori Benge, 6-3
Gary and Jessica McCormick, 6-5
Michael Markowski and Diane Norman, 6-6
Ed and Mary Leyes, 6-8
Ken and Debbie Komlanc, 6-9
Brent and Julie Norman, 6-10
Scott and Janet Oller, 6-12
Brian and Elaine Berkowitz, 6-25
Tom and Teresa Kelly, 6-25
Bob and Diane Biesel, 6-27
Mark and Mary Fields, 6-27
Congratulations to all!



Tattler's Corner



Guess whose face was red when he reported that he had forgotten to bring his printed monthly report but still came up with a report? And then the next person up added to it by saying he forgot his also, and then corrected himself and gave his report.



Curiosity Corner

Why is Wednesday pronounced Wendsday?
Why does the spelling of the word read not change when it is used in the past tense?
Why do instructions for assembling an item have to be so complicated?
Why do children (and some adults), when given what is supposed to be a logical answer to their original question, always seem to ask "But why?"
Why do all the traffic lights seem to be red when you are in a hurry?
Why does water take longer to come to a boil when you are in a hurry?
Why does there always seem to be one member of a group that gets picked on?
Why does a dog like to eat the cat food when their own bowl is full of dog food?



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 here. You can contact me by E-mail 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. Be gentle when you do this please.)

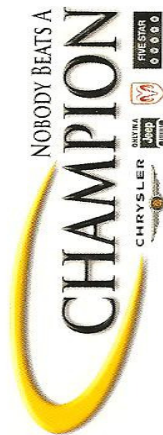
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Rick Zimmerman

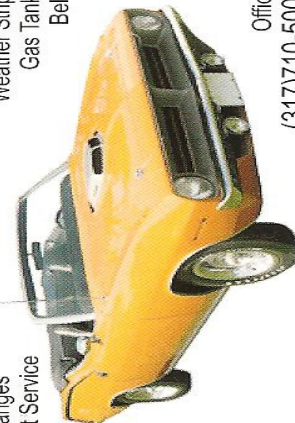
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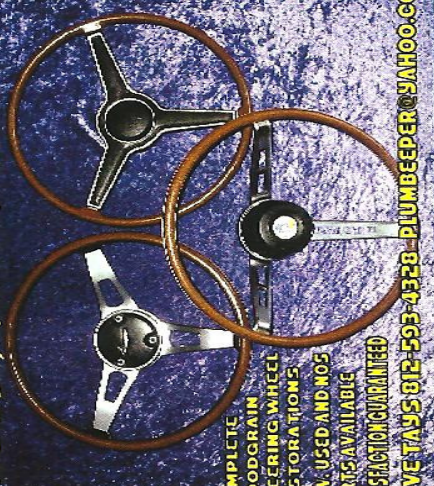
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