



Indy Mopar Club News

www.indymoparclub.com

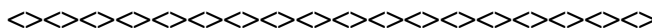
May 2018

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

Next regular meeting: Thursday, May 31, 2018, 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.



Presidents Message

Hi Everyone!

It looks like we skipped spring and went straight to summer! I hope everyone is doing well! It is hard to believe that it is already the end of May.

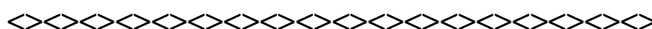
Thank you to Bob Thomas who filled in for me as I was out ill the last meeting. Also thank you again to Tom Kelly for taking minutes during the last meeting as well.

Fletcher Cruise-In is upon us and will be here in a little over a month. The flyer is finished and sent out to Team-Rick Ordo for approval. I will bring flyers also to next meeting so those that wish to can make copies and circulate around to the car shows and businesses. We still need all members go out to local retailers and vendors and request at least two or three donations for door prizes and goody bags. As always and is a request restated from previous year's, we need to try to save the club money so it is really important to try to get as many donations as possible. Promotion is key to a good turn out! We had an awesome turnout last year! Let's see if we can surpass last year's participation number and donations to JDRF!

I hope to see everyone at our next meeting, Thursday, May 31st at 7:00pm!

Mopar Love,

Lynn and Molly May 2018



Member Profile

Chronicles of Evan (with Ramblings included) Part One

I always have considered myself a Chrysler guy, (that is a Mopar guy in today's lingo). I really don't know exactly what stimuli has so profoundly influenced my preference but I think I must have been born with that in my blood or at least early family influences surely played an important role. It probably really was that brute horsepower wrapped in great styling and sporty good looks throughout all the years. Anyway, a little background information might be helpful.

Reflecting back a few years; After decades of the Springer family business retailing farm supplies, implements, wagon and buggies, which were powered by beasts of burden (by the way those were Studebaker wagons), my grandfather saw a potential future in those new found gasoline powered vehicles and equipment. So commencing in 1912 he became the local county agent to start supplying and selling automobiles, the likes of Kissel Kar, Okland, Brisco, Ford, Rockne, Studebaker cars, trucks and busses, and several other various automobiles. In 1923 he built a new facility in the center of Greenwood in which the service area had the largest free span of any building in the county. In time this budding enterprise grew and my grandfather, along with his sons, became the owners and administrators of the Springer and Sons Dodge-Plymouth dealership in Greenwood Indiana. Upon the untimely passing of his oldest son and then later on my grandfather's death, my father became sole proprietor of Springer Dodge- Plymouth sales and service in 1950.

Along with cars, dad also owned a John Deer, Case and International Harvester farm implement dealership. In 1952, my father passed away. That left my mother with four children, ages 3, 6, 7, and 10, an automobile dealership, a farm implement dealership and a lot of questions. She tried to keep the dealerships going, first with her managers, then leasing the facilities to other dealers and eventually selling out.



Mom's 1953 Dodge Coronet, Red w/white top and wire wheels, Red Ram Hemi 241 cu.in. 140 h.p.



Mom's 1955 Dodge Station Wagon
Also had a Red Ram Hemi, 150 h.p.

I do remember her annually receiving a new car from the dealers for a few years. It was sad for me to see this once proud active big sales and service facility setting as an empty shell for several years. This building is now occupied by the Circle City Auto Parts retailer. Tom O'Brien Chrysler Jeep Dodge Ram is presently the local Chrysler dealership in Greenwood.

So back to me! I thought I would write this Profile on "why" my infatuation for the Chrysler brands (Mopars). Why do I feel that strongly about this? Well the previous paragraphs may well be the influential side. But I have had some really great cars in my past. I was going to look at and through why these special cars in my life led me to say "Its Mopar or NO Car". So I sat down to take an inventory of the various cars in my life, or so the few I thought I could remember? Very surprisingly I came up with 27 cars and boats (yes, 2 Chrysler boats with Chrysler engines) I've had in my possession over the last 57 years. I don't think that I have a story for each of them, but bear with me I'll "chronicize" some of them.

My love for cars started at an early age, 10-12 years old. One of the first cars I remember I made out of 2x2 and 2x4 wood boards, sheet of plywood, bar steel, rope steering, front wheels off a little red wagon, hand operated throttle and the 4 1/2 hp. Brigs engine and V-belt drive assembly and wheels that I borrowed off of my mother's self-propelled reel lawn mower. I found out later that might not have been a favorable thing for me to do. Not only was my mother very perturbed to say the least, but I then had to mow our large yard with a push reel mower.

I had another buddy that also made a similar car. We had to pull our handmade cars through downtown Greenwood to get to our little downhill test track. He was fortunate that his car had a centrifugal clutch for his V-belt drive mechanism. Mine did not have a clutch so I had to rev the engine up and someone would push me and the car off of a cement block to get it rolling. What a thrill flying down the hill, wind blowing in your face and then all of a sudden realizing that I had to stop this thing as it kept picking up speed. I hadn't considered the need to install brakes on this conception. Heck, all you would have to do is just put your feet out on the ground at 20 plus mph? When I tried to take one hand off the rope steering to get to the hand throttle to slow down, the car started to wildly dart back and forth. These individual movements put this vehicle into an uncontrollable weaving and then a severe spin out, dust storm and gravel went everywhere. Thankfully it stayed "shiny side up"! After the dust settled, the guys at the top of the hill later told me that they thought I had just died in a crash.

Coincidentally, our test track back then was a newly built street that now runs in front of "The Suds" restaurant where everyone cruises Saturday nights. There were no buildings built around that area yet.

Fast-forward; My first real car was a 1955 bronze Chevy convertible, 265 V8 Powerglide, with a cracked piston skirt. That seemed to be a common problem with that engine. That was also my first engine rebuild. I was pretty handy with the tools and common knowledge of engines but I had an older cousin that came to our house for a couple of weekends to help me with the overhaul. He drove a 1932 Ford Coupe with an

Olds Tri-power engine. On Sundays he would race his “Deuce Coupe” at the Drags at Stout Field, an old Army air field in Indy, located at S. Holt Rd. and Minnesota St. The area now is the headquarters for the Indiana National Guard. These Drags were run by the Indianapolis Timing Association, Inc. In 1958 the admission fee was 90cents. It all just made me want for more.

We did get the engine rebuilt and it turned out to be a little tight and the starter could not turn it over. We then pulled the car out on the street, towed it by another car to get it rolling and then put it in gear. It locked up the rear tires. You may say that it was slightly more than a little tight! I don’t recall what all we did next but I do remember that we pulled the spark plugs out, oiled down the cylinders and pulled the car around for a couple of miles, then put the spark plugs back in and finally got it started. So there...my first rebuild. The old ’55 convertible was a good looker but lacked in the power range for me. I traded it for my next car.

Reflection; In 1928 Walter P. Chrysler wanted a new car to compete in the low-cost automobile market against rivals Ford and Chevrolet. Thus was born the Plymouth line of cars. Henry Ford told Walter that if he did produce this new low-cost car Chrysler would go broke. By April 1929 Plymouth assembly line was putting out over 1,000 cars a day. To meet the demand for the new Plymouth a new 22.7 acre assembly plant (Lynch Rd. plant) was built in Detroit and at that time was the largest automobile plant in the world. There was also a second assembly plant across the Detroit River in Windsor, Ontario that supplied cars for the Canadian trade. Rumor has it that W. P. was so proud of the 1931 PA series car that he personally delivered the 3rd car off the assembly line to the home of Henry Ford, handed Henry the keys and then hailed a cab for home. The new PA series had helped make the “Big Two” now the “Big Three”. Plymouth would remain the third best in total automobile sales for the next 25 years. Plymouth was the only car manufacture to increase in sales during the Great depression year of 1932. In 1933 Plymouth sales climbed to an all-time high of 261,088 cars. In just 6 short years, August of 1934 Plymouth produced their one millionth car.

As you may have guessed my next car was my first Mopar. It was a 1933 Plymouth 5 window Coupe, PD series, stock out of the factory condition with its “Chrysler First” hydraulic brakes and the inline 6 cylinders, 189 cu. in, 70 hp engine which was Plymouth’s top new feature for 1933. It always garnered a lot of attention. I loved that car, I guess for what it stood for as much as anything. I drove it to school every day, on dates, cruising and movies, everywhere. I always wanted to go “Hot Rod” with it but frankly did not have the means to do so and nor did I want to destroy its originality. Another rodder in town took a fancy for it and I made him a trade for my third car. To this day I feel that this is one that I let get away. But, I still had that desire for more power.

My next search for more power was a 1958 black Ford ex-police 2 Dr. Sedan, special 361 cu.in engine. The name in white paint on her rear quarter was “Moonshiner”. This was the era of faster cars starting to appear, some lowered to the ground, shaved, chopped and channeled, names painted on them, car club signs hanging from their back bumpers and loud exhaust. Street racing was becoming more prevalent. Remember that empty Dodge-Plymouth dealership building that was sitting two blocks from our home. Well I pulled Moonshiner into the big empty service area and there I made my first camshaft upgrade. Later I got my first experience in replacing broken synchronizer rings and a gear or two in a transmission. Back then I didn’t have any money so I had to learn to do a lot on my own. Together Moonshiner and I made our first introduction into 2 lane backroad racing and then my first experience in legal drag racing at Muncie Dragway...don’t know how but even got a trophy out of it.

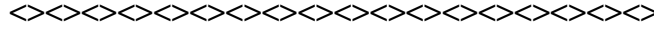
At this time Greenwood had only two auto dealerships, one Ford and one Chevrolet. Therefore these two brands were the most popular in town and easiest to make trades and deals with. To find the nearest Dodge or Plymouth Dealer you had to go to Martinsville, Shelbyville or Indianapolis. (Interesting tidbit; The Ford dealership had been won in a card game)

My next car of note got me into the power range that I had been looking for. It was a 1962 black Ford Galaxie 500XL 2Dr. HT, 406 cu.in. , Tri-Power, 405 H.P. Interestingly this 406 was a factory 3 speed with Overdrive car. (I wonder what the build numbers would have been?) Later I converted to a 4 speed. The “Muscle Car” era was getting started in full force and Ford at this time was the only car manufacture not to have an engine over 400 cu. in. until the 406. Ford had a 390 tri-power at 401 H.P. though. Pontiac had the 421, Chevrolet the 409 and Dodge/Plymouth the 413. This brought Ford in to balance with the others. All each of these manufactures had either single carb or multi carb options that varied the HP ranges of the cars.

Within our local rodding group there was an array of rods and muscle machines, but there were only two of the 406 Fords. Mine and a local Ford mechanic named Robert “Bob” Glidden. That to me was pretty good company, although I question how much of his was 406? 427cu.ins. were appearing in the factory cars and 426 cu. ins. in the Dodge and Plymouth ranks.

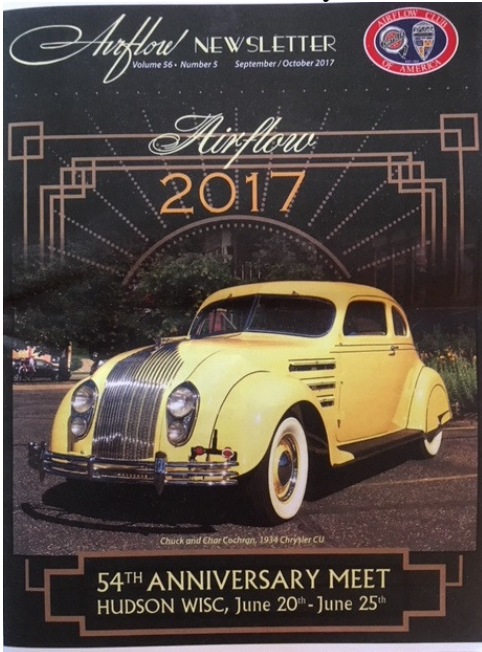
This was the early ‘60s and Greenwood had become known as the “Home of the Midnight Nationals”. As strange as this may sound, it was very true. To be continued.

Author~~~~Evan Springer

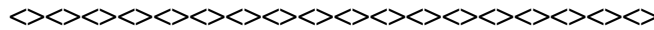


Top Honors - Chuck & Char Cochran Airflow Club of America Meet

For those not aware, IMC members Chuck & Char Cochran are very active in the Chrysler and DeSoto Airflow world. Chuck served multiple terms as President and held various other positions with the Airflow Club of America (ACA) since the 60/70s. His Airflows have always been phenomenal, and his latest cream colored 1934 Chrysler Airflow CU 2 dr. Coupe is no exception. Their model CU took the Airflow group by storm at the ACA 54th Anniversary National Meet in Hudson Wisconsin last year.



Chuck and Char swept top honors winning the Walter P. Chrysler Award, Best of Show and People's Choice. Winning just one of these awards at a National Show of this caliber is quite an achievement but to win all three makes you realize just how outstanding this vehicle is. Congratulations Chuck and Char!!! (photos from the ACA Newsletter).



INDY MOPAR CLUB MONTHLY MEETING, April 26, 2018

WELCOME AND SIGN-IN:

Club President Lynn Miller was absent due to family illness. Bob Thomas, Club Vice President presided over the meeting. Bob opened the meeting at 7:00PM with a “Good Evening and Thank You for coming” greeting.

The meeting was attended by Chuck & Linda Butler, Jack Collins, Bill Dawson, Tom Kelly, Ron Kriech, Dart & Donna Liebrandt, Ken Malott, Scott Oller, Rick Ordo, Jan Peel, Bruce & Lois Phillips, Evan Springer, Bob Thomas, Terry & Kay Thompson, and Steve & Cheryl Wisdom.

Jan Peel had everyone sign in. Bob asked if any guests and **Terry & Kay Thompson** introduced themselves. They had driven their 340 cu.in. powered '33 Chrysler street rod.

Bob Thomas asked the group to introduce themselves and to talk about something that had happened recently with their car. Stories ranged from cars being sold, new ones purchased, ‘Billboard Stripes’ being installed and ended with Bruce Phillips mentioning running a bunch of 11.40 second ETs in his Hellcat Charger at IRP on the previous Wednesday night.

Dave Opel, Club Secretary was absent, so Tom Kelly stated the minutes were published in the newsletter and asked if any changes or updates. None were noted so Evan Springer moved to accept the minutes as written, Bruce Phillips seconded.

Steve Wisdom distributed and reviewed the treasurer's report at the meeting showing a balance of \$1580.81; the Flower Fund balance is \$199.66. Steve noted that \$100 had been raised for the flower fund and membership stands at 53 families.

Randy Smith, Club Communications Director was absent but sent information that the website was being updated and modernized. Randy asked that if any website comments or concerns to please contact him directly. It was noted that the membership forms were being printed on cardstock for a more professional appearance. It was also noted that JDRF had sent "Thank You" letters in the past noting how much our group had raised and that had not been received yet. Last year we raised over \$5000 for JDRF.

Bob Thomas updated the group on Birthdays and Anniversaries and noted that Ronda was having physical therapy on her shoulder tonight. The Springers are celebrating their 53rd Anniversary this year and Bruce & Lois Phillips will be celebrating 52 years. Bob also covered the Club Calendar upcoming events noting the Cinco de Mopar Show in Lafayette, the Mecum Indy Auction (Mecum brochures were handed out), and the Chrysler Classic in Columbus Ohio.

Evan Springer handed out marked up club calendars with Lucas Oil Raceway (IRP) Wednesday Test & Tune dates added. Bruce noted that costs are \$25 to race and \$10 for spectators. Evan also included a list of local Cruise-Ins at the bottom of his handout. The Cruise-Ins included were:

Danville Courthouse Square – 1st Friday of Month – May thru Oct, 4pm-on

Avon Lowes Parking Lot – Saturday Evenings - May thru Oct, 5pm-on

Mooresville Kroger Lot – Friday Evenings – May thru Oct, 4pm-on

Fortville Main St. Downtown – Wednesday Evenings – May thru Oct, 5pm-on

Greenwood 'The Suds' – Saturday afternoon – May thru Oct, 3pm-on

Bob reviewed Old Business:

He said Lynn was making arrangements for the Indy Cylinder Head Tours. Tuesday May 15 and Saturday June 16 were chosen by the group with mention to contact Lynn or Bob if interested.

(POST MEETING NOTE: Lynn sent an email to membership on May 14 that this is Indy Cylinder Heads busy season, so a tour will be arranged later in the year, possibly late August or early September).

Evan Springer reiterated that the Juvenile Diabetes Research Foundation (JDRF) Indy Run/Walk has been scheduled for Saturday October 6, 2018.

Tom Kelly informed the group and the coordinators for the two IMC Cruise-In events that Bob Davidson was interested in being the DJ if needed. He has done the Westgate since its initiation. Bob's fee, which includes his assistant Randy, would be \$150 per event. Bob is available for other events as well (he DJ'd the Lebanon HS Class of '73's most recent Reunion).

Steve Wisdom will contact JDRF to see if a family would be available for the Fletcher Cruise-in. Steve noted that a JDRF Family being present always personalizes the benefit of attendee's donations.

Evan Springer mentioned the Shelby Shifter Show in Shelbyville on July 15 as being a great show to attend.

The Jacob Pickett Family Benefit Show was rescheduled to Saturday April 28, 9a-5p at the Boone Co. Fairgrounds in Lebanon. \$20 Entry and free to Spectators. A good cause and sponsored by the Modern Mopars of Indiana.

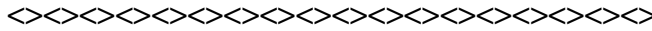
Club Newsletter Profile: Tom Kelly was thanked for his 440-6 Cuda Article Part 2. Evan Springer will write an article for the MAY issue. A volunteer is needed for June.

Bill Dawson spoke for 'Show and Tell' on Car Finish Tar Removal. He said to see the SimpleGreen.com website for good information. Steve Wisdom also recommended 'Fast Wax' as well.

Bob Thomas asked all to tip the waitress and asked for a motion to close the meeting.

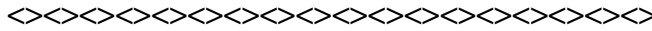
Steve Wisdom made the motion and Scott seconded. The meeting closed at approximately 7:50pm.

Submitted by Tom Kelly May 16, 2018 (Dave Opel absent at April meeting)



Sick, Ailing, or other Information

Ronda Cherry is still taking therapy for her shoulder.



My apologies to Bruce & Lois Phillips – their anniversary was May 7th and was not on our list. Congratulations.



June Birthdays:

Jay Mays, 6-14

Steve Haug, 6-19

Jack Hooper, 6-22

Bill Dawson, 6-27

Ken Mosier, 6-30

Bob Thomas, 6-14

Elaine Berkowitz, 6-21

Randi Edgerton, 6-23

Terry Thompson, 6-28

Dave Stephenson, 6-15

Grand McBee, 6-21

Michelle Haug, 6-24

Carlton Brock, 6-29

June Anniversaries:

Mel and Barbara Crane, 6-2

Stephen and Cathleen Claycomb, 6-12

Glenn and Tami Keilman, Jr., 6-20

Randy and Ann Smith, 6-24

Tom and Teresa Kelly, 6-25

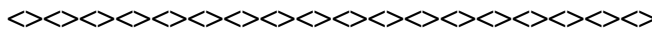
Ed and Mary Leyes, 6-8

Scott and Janet Oller, 6-12

Stan and Kerry Sanders, 6-20

Brian and Elaine Berkowitz, 6-25

Congratulations to all!



Items For Sale

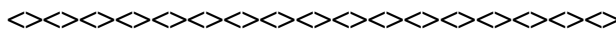
FOR SALE, phone 812-350-7269

4 each = 14 inch 5X4” lug nut pattern Ralleye Wheels with Trim Rings and Center Cap, mounted with BF Goodrich Radial T/A tires – P225 / 70 R14, with 80% tread left. \$650.00 OBO.

1 each = Spare tire, 13 inch steel rim 5X4” lug pattern, mounted with Performance Radial GT tire – P195 / 70 R13, with good tread. \$75.00 OBO.

Items needed

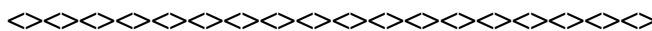
Bruce Phillips needs misc. '67-69 Barracuda parts so contact him if you have parts for sale. 317-370-3631



Tattler’s Corner



Many thanks go to Lynn for not bringing her germs as a guest to our club meeting. Seems like there is a lot of that going around and we sure don’t want to spread it here.



2018 INDY MOPAR CLUB – EVENT LIST – TBV – to be verified TBD – to be determined

May 5	Sat	11a-5p	Cinco de Mopar-American Cancer Society Car Show	Lafayette, IN	Tom Kelly
13	Sun	9-Noon	IMS Speedway Cars & Coffee	Speedway –Indianapolis	Tom Kelly
15-20	Tue-Sun		Mecum Collector Car Auction	IN State Fairgrounds	Tom Kelly
18-20	Fri-Sun		Chrysler Power Classic Nat'l Trail Raceway	Columbus OH	Dave Watt
31	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Lynn Miller
2-9-16-23-30	Wed	5pm	LOR Wild Wednesday's	Lucas Oil Racing	Evan Springer
Jun 9	Sat	9-Noon	IMS Speedway Cars & Coffee	Speedway –Indianapolis	Tom Kelly
20-24	Wed-Sun		Airflow Club of America National Meet	Chico CA	Tom Kelly
28	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Lynn Miller
29-30	Fri-Sat		FAST-Pure Stock Drags	Martin MI	Dave Watt-Mike Leyes
6-13-20	Wed	5pm	LOR Wild Wednesday's	Lucas Oil Racing	Evan Springer
Jul 7	Sat	TBD	Fletcher CDJR/IMC Cruise-In	Franklin, IN	Lynn Miller
13-15	Fri-Sun		Carlisle Chrysler Nats	Carlisle PA	Dave Watt
14	Sat	9-Noon	IMS Speedway Cars & Coffee	Speedway –Indianapolis	Tom Kelly
21-22	Sat-Sun		Belvidere Mopar Happening	Belvidere IL	Tom Kelly
24-28	Tue-Sat		Plymouth Owners Club National Meet	Northville/Novi MI	Tom Kelly/Jan Peel
26	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Lynn Miller
11-18-25	Wed	5pm	LOR Wild Wednesday's	Lucas Oil Racing	Evan Springer
Aug 10-12	Fri-Sun		MOPAR NATIONALS-Nat'l Trails Raceway	Columbus (Hebron) OH	Tom Kelly
11	Sat	9-Noon	IMS Speedway Cars & Coffee	Speedway –Indianapolis	Tom Kelly
14-18	Tue-Sat		Back to the Bricks Car Show	Flint MI	Tom Kelly
17-19	Fri-Sun		Woodward Dream Cruise	Oakland County MI	Tom Kelly
22-26	Wed-Sun		National DeSoto Club Convention	Branson MO	Tom Kelly
30	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Lynn Miller
31-TBV	Fri	TBD	DSR Open House-Car Show	Brownsburg IN	Evan Springer
1-5	Wed	5pm	LOR Wild Wednesday's	Lucas Oil Racing	Evan Springer
Sep 4-8	Tue-Sat		Walter P Chrysler Club National Meet	Chattanooga TN	Tom Kelly
8	Sat	TBD	West Gate Chrysler / IMC Cruise-in	Plainfield IN	Lynn Miller
14-15	Fri-Sat		Pure Stock Muscle Car Drag Race	Stanton MI	Dave Watt/Mike Leyes
15	Sat	9-Noon	IMS Speedway Cars & Coffee	Speedway –Indianapolis	Tom Kelly
20-23	Thu-Sun		NMCA Race-Show	Lucas Raceway (IRP-Clairmont)	Dave Watt
27	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Lynn Miller
Oct 6	Sat	9a-1pm	JDRF RUN/WALK – Victory Field	Indianapolis IN	Steve Wisdom
13	Sat	9-Noon	IMS Speedway Cars & Coffee	Speedway –Indianapolis	Tom Kelly
25	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Lynn Miller
31	Wed	5pm	LOR Wild Wednesday's	Lucas Oil Racing	Evan Springer
Nov 17-18	Sat-Sun		Muscle Car and Corvette Nationals show	Rosemont IL	Tom Kelly
29	Thur	7-8p	Indy Mopar Club Monthly Mtg Election night for 2019 Officers	MCL Cafeteria	Lynn Miller
Dec TBD	Sat		Indy Mopar Club Christmas Party	Steve Wisdom's Clubhouse 1202 Leisure Lane, Greenwood 46142	Lynn Miller

Cruise-In's

Danville	Fri	4pm - ?	1 st Friday of May through October	Court House
Avon	Sat	5pm - ?	Saturday's May through October	Lowes Lot
Mooresville	Fri	4pm - ?	Friday nights May through October	Kroger Lot
Fortville	Wed	5pm - ?	Wednesday nights May through October	Main Street Downtown
Greenwood	Sat	3pm - ?	Saturday's May through October	The SUDS