



# Indy Mopar Club News

www.indymoparclub.com

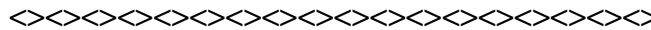
June 2018

Jan Peel Editor 317.357.5760 e-mail: Jpeel83719@aol.com

Lynn Miller, President 317.363.9224 Bob Thomas, Vice President 317.508.5805  
Steve Wisdom, Treasurer 317.457.5205 Dave Opel, Secretary 317.850.1834  
Randy Smith, Communications Director 317.696.1894

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

**Next regular meeting: Thursday, June 28, 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](http://www.indymoparclub.com).



## Presidents Message

Spring may only have lasted a few weeks, then SUMMER!

This month I thought I would bring back a bit-o-trivia (although Evan Springer probably already knew this!)



Did you know that Chrysler started AirTemp in 1934 (<https://www.allpar.com/corporate/airtemp.php>), which led the air conditioning industry? This was news to me as I was originally looking for the first year that Chrysler offered air-conditioning in their cars, which was only three 1942 DeSotos. The interesting part is that according to the article on Allpar, Packard was the first car to have air conditioning in 1940. AirTemp went on to cool hospitals during World War II as well as other industrial buildings and ships.



I will share a bit more at the close of our next meeting during the show and tell section.



Refrigerated Air Conditioning is simple and compact, easy to install. Diagram shows how fresh refrigerated

air is constantly circulated to all parts of your De Soto—even on the hottest and muggiest of summer days.

Courtesy Dave Duricy

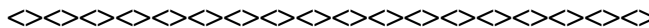
July is coming up quick! July 7 will be our first Cruise-In of the year at Fletcher Chrysler, Dodge, Jeep, Ram in Franklin, Indiana. Team Rick Ordo has been working hard to wrap up final details to help make this event a success. Door Prizes and Silent Auction Items are still needed. Since there is a little over a week between the next club meeting and the Fletcher Cruise-In, the next club meeting will be focused on the event. Thank you to all of the members that have been handing out the Cruise-In flier and getting the word out for this event.

Also, in July, most likely a Saturday morning, I am looking for club members to gather for a round table discussion about our club. As it was mentioned at the last meeting, we need to draw more members into our club. I will also mention this at the next meeting.

Clubs were the norm. A place to gather, socialize, talk shop. Club was family. Now it is Facebook, Twitter, Hash Tags. People just swing by for an event, if the group is interesting and fun and social, then they will be back. We as a club are going to have to work to bring energy back in to the club. Change is not easy and frankly change, even the thought of change is scary. I do not want to scare anyone away and I am not looking at alienating anyone. I would like to have everyone's viewpoint.

Look at the Mopar. Mopar evolved as they needed to meet the changing market. I look forward to seeing everyone at the next meeting!

Mopar Love,  
Lynn & Molly



#### Member Profile

### **Chronicles of Evan (with Ramblings included) Part Two; Why a Mopar Guy?**

Let's see...where was I? Oh yes, it was something about a 1962 406 Ford and something about Greenwood, the home of the "Midnight Nationals. It was a true happening.

The Indianapolis cruise scenes included the Tee Pee restaurant and the Circle Restaurant on the south side, The Pole on the west side, the north side Tee Pee and Al Greens on the east side. An interesting incident happened to me at the Pole Drive-In one night. I was pulled over by a young Indy Cop for loud pipes. (So what if I had the headers cracked open a little?) He was kind of a jerk and wanted me to rev it up so I did. Then he commented "that was nothing. I have a 409 at home that was louder than that". I responded back "maybe so but your car isn't half as powerful". He then proceeds to give me a ticket.

But, the real action scene involved the Greenwood cruise area, around the Dog n Suds, The Kitchen Drive-in and back to Jerry's Drive-in Restaurant. It was mainly Friday and Saturday nights, they would come from different parts of the state and sometimes from neighboring states. They would come in, sometimes trailered, sometimes towed, but mostly driven, potential combatants looking for action in the art of street racing. Bob Glidden claimed they mostly came to take him on but there were others waiting for matches.

My memory is that most of this took place in the '63 and '64 years. Most cars seemed to be Fords, Pontiacs and Chevrolets and some muscle racing rods. There might have been an occasional Dodge or Plymouth but I don't recall as they were just coming on strong on the racing scene. The participants would sometimes jack 'em up right there in the Jerry's parking lot and put on their slicks or uncork the headers, then caravan out of town to the newly constructed highway 37 and a couple of other designated places. Sometimes the police would just watch as there really weren't enough of them to keep up with the activities. I presume they were just as glad to see that everyone was leaving their jurisdiction. Out of town, the racing scene would have the roads lined up with onlookers, guys and gals, most armed with a rather sophisticated alert systems for notification of oncoming law enforcement and evacuation routes back to Jerry's.

My 406 was a strong contender when challenged, but this time frame also placed me in college and then later marriage. Since a lot of my classes at Purdue were out at the Purdue Air Port I had an exemption to have a car on campus. A normal person would say that was not a good idea but I was elated. The cruise scene in West Lafayette / Lafayette was less but we frequented a local drive-in where I had my first encounter with a Mopar. It was a brand new '65 Plymouth Belvedere, 426 single 4 barrel, 365 hp., 4 speed. A beautiful car and Chrysler was finally offering something that I really liked. We made a few back road passes that first night and the 406 had the better driver and maybe a little more power but I really liked that car. The owner of the car was a local, his dad owned the largest mortuary in Lafayette and we became good friends.

The 406 always drew attention in town and on campus, evidently too much. I always parked it out front of dorm under the street lights. One morning I went out to drive to class, opened the door and something was missing. Both bucket seats were gone and my tach had been ripped from the dash. I must have made someone mad? Anyway, the hard part was trying to drive a stick shift car 60 miles back home while sitting on an old wooden vegetable crate, not anchored down, rocking and sliding with each shift and push on the stiff clutch pedal. I might as well have been in the back seat.

That 406 played a big part in my earlier days and I had a great time with her. I had only two scary and heart breaking experiences with her. One was related to the early muscle car era builds when if you had a stick shift car and raced it, one of the first things you did was to go to the clutch and joint shop in Indy and put stronger springs in the clutch pressure plate. The potential danger of this is a clutch /pressure plate explosion, one of which I got to experience firsthand and without a blow proof bell housing. This happened one night as I was going from 1<sup>st</sup> to 2<sup>nd</sup> gear under strong acceleration. There was a very violent explosion like a shotgun going off in your ear. I was very fortunate as most parts and pieces went down while some came through the floor floating around in the air, busting the heater housing, blowing apart the bell housing and broke off the two lower ears on the engine block.



. Other parts and pieces bounced off the blacktop, gouging holes and scars in the asphalt. There was one house in the vicinity and several pieces of shrapnel pierced the aluminum siding on the house and a front porch post. Ironically a friend had a similar clutch explosion in his '64, 390ci. Ford that unfortunately damaged his steering, cut a brake line and he took out a telephone pole.

The second time was after I was married and things were a little tight financially. I ran out of gas on the road. I got a can of gas and primed one of the 3 carbs. Stupidly hurrying I didn't replace the large oval air cleaner. Trying to start her, she belched with a large flame igniting some of the gas I had apparently spilled on the intake in the dark. The dark night immediately brightened up like the day. The damage had been done



before I could put out the flames. All three carbs and most of the engine wiring and hoses were beyond repair. I just sat on the curb with my head in my hands? For the next few weeks I was driving my father-in-law's '53 Chevy. How embarrassing. But, with some help from friends I was able to obtain a 427 dual quad set up and redid a complete wiring job like new. I think she ran even a little better with the new arrangement.

Within a short time thereafter, I realized that with married life and a growing family it was time for me to settle down a little. I sold the 406 Ford and bought my mom's 1959 Plymouth Fury, fins and all. It was a 318 cu.in. A engine, Polly heads, 2 barrel carb, all of 230 hp. and a Torqueflite trans. (No more blown clutches for me). It was a neat car, fun to drive and nice lines. I particularly liked the scalloped fenders over the headlight and the front grill. It was not my first Chrysler product but I haven't been without one since.



Years earlier, a couple of my friends and I went up to Indy to a Dodge dealership on Virginia Avenue. I believe that this dealership was Tom O'Brien's first Dodge, Chrysler and Plymouth dealership which started in 1933 as a Plymouth, Desoto franchise. In 1972 Tom O'Brien moved this Virginia Ave. dealership to Greenwood. Anyway, we went there to see the new 1964 ½ Dodge Polara Hemi car, the replacement for the Max Wedge option. There it was sitting on the showroom floor. It was one of the new Full Race Hemi Engine cars with aluminum fenders and bumpers and Plexiglas windows, etc. It had straps instead of window cranks and decals on the fenders saying "Do Not Touch Aluminum". What a special automobile and easily available from a factory Dodge dealer. Sure would like to have had one of those Beasts!

By this time I was working at Cummins Engine Company in Columbus in the Research and Engineering Division. I started out as a Mechanics Helper. It was a neat job and I learned a lot over the time I was there as I progressed to B Mechanic, A Mechanic, Dyno Operator, and Pilot Center Installations. I did a little bit of everything and it was great place to work.

Early on while driving to work one day I drove past the Cummins Credit Union and a car sitting there caught my eye. It was those B body Plymouth lines, that style that I had been so captivated with years ago. I wheeled my faithful Fury around the block and went back to check it out. There it was a gleaming white, 1966 Plymouth Satellite, dark red interior and low and behold, down low on each front fender skirt were signs that read 426 HEMI! WOW, a Street Hemi. I went in to the credit union to find the owner of this car and found out that it had just recently been repossessed and was for sale! I was beside myself...I had to have that car and it did become mine the very next day! The best \$3,000.00 I ever spent. The Hemi package option alone was worth over \$1200.00

A few days later upon a more detailed inspection it appeared that she had possibly been a little mistreated in her earlier days and I figured that I had rescued her...a rescue car. She had Goodyear Blue Streaks on all four with two really deep dish chrome wheels on the front and stock wheels on the back. The pressures of the deep offset wheels finally caused the right inter spindle bearing to fail and the heat generated

welded the bearing-race to the spindle. That was really a job saving the spindle with just a hack saw, hammer, chisel, file and emery cloth.

There were 8 small holes about 3/16 inch diameter that had been drilled in two lines in the middle of the hood where, I was later told, the previous owner had mounted some dummy injection stacks. I never did anything to fill the holes and when people asked why they were there, I usually responded that it was a racing trick to relieve under-hood pressures at full throttle.

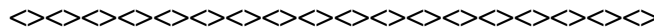
I also found out that the original Hemi engine had been replaced under factory warranty. I was told by the original dealership that this was due to some spun crankshaft bearings. ID stampings on the block showed proof of this repair. She had been crying for help and I found her.

I could devote innumerable pages telling of the unlimited great experiences we had together. In a previous Profile article I did expound on some of these. From drag racing to parades and shows to road trips and grocery runs, she was an outstanding machine. She was an extremely good family car with several vacations trips under her belt. She was an excellent racing machine winning almost every time out. She was admired and received many accolades from onlookers. In the earlier years we drove to the drags, and then in later years hauled her to the racing destinations. We raced almost every weekend we could and Nicole, my wife, also had the pleasure of winning several times with her. She displayed well in parades and shows and attracted a lot of attention where ever we went, even with the law. It was ironic that the only police ticket I ever got while driving her happened upon leaving a Dick Landy Chrysler Performance Clinic at Camp Atterbury. I guess I should not have climbed all over her, but what a scene she could make. Since this was on an Army base that made this ticket extra expensive. Showoff, yes, but it was worth it!



This car was very special! Tame when you wanted her to be and a beast when you needed her to be. I could not have asked for a more diverse and superior automobile. I was never disappointed in her and I was always very proud of my Street Hemi. (Maybe you couldn't tell that) Remember; On the seventh day God created the HEMI.

(Continued sometime later, only have twenty some to go ☺)



## INDY MOPAR CLUB MONTHLY MEETING, May 31, 2018

### WELCOME AND SIGN-IN:

The meeting was called to order at 7 pm by our President Lynn Miller.

The meeting was attended by Chester Branham, Chuck & Linda Butler, Ronda Cherry, Dick & Dorinda Crawmer, Bill Edgerton, Dan Kelly, Jim Kelly, Tom Kelly, Ron Kriech, Ken Malott, Lynn Miller, Dave Opel, Rick Ordo, Jan Peel, Jeff Platzer, Randy Smith, Bob Thomas, and Steve Wisdom.

### Secretary's Report – Dave Opel

The minutes were given by Dave Opel. No additions or corrections. A motion was made by Randy Smith to accept the report and was seconded by Ronda Cherry.

### Treasurer's Report – Steve Wisdom

April 26, 2018 Balance \$1,580.81; May income was \$80.00; May Expenses were \$74.84; May 31, 2018 Balance \$1,585.97. Flower Fund \$199.66. 56 Paid members.

### Communication Director – Randy Smith

Attempting to streamline website, looking into new formats/upgrades. Reviewing what the mission of IMC is: Who we are, and what we do.

### Member News, Birthdays, Anniversaries – Bob Thomas

## Event Calendar – Bob Thomas

- ## Old Business – Lynn Miller

- ## New Business – Lynn Miller

- A motion was made by Jan Peel to adjourn and was seconded by Chet Branham. The meeting was adjourned at 8:05pm.

### Sick, Ailing, or other Information

Bill Edgerton us to have surgery on both knees Wednesday, June 27<sup>th</sup>. Keep him in your prayers.

### July Birthdays:

Barbara Crane, 7-3

David Tays, 7-7

Dart Liebrandt, 7-28

Jim Rockey, 7-3

Isaiah Weiland, 7-20

**July Anniversaries: None**

## Congratulations to all!

## Tattler's Corner

It was good to have all of our officers healthy and back “on the job”. Bob Thomas claimed he is still growing up. Think he’ll ever make it?





**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
<span style="color: red;">31-TBV</span>	Fri	<span style="color: red;">TBD</span>	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	Nominations for 2018 Officers		
			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	MCL Cafeteria	Lynn Miller
			Election night for 2019 Officers		
Dec <span style="color: red;">TBD</span>	Sat		Indy Mopar Club Christmas Party	Steve Wisdom's Clubhouse 1202 Leisure Lane, Greenwood 46142	Lynn Miller

**Cruise-In's**

Danville	Fri	4pm - ?	1 <sup>st</sup> 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