



Indy Mopar Club News

www.indymoparclub.com

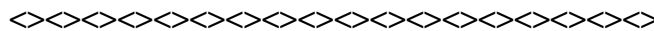
February 2019

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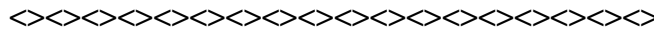
Meetings are the last Thursday of every month except November & December.

Next regular meeting: February 28, 2019, 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.

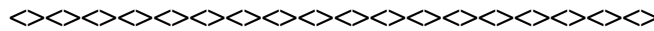


Our sincere condolences go out to Kaye Branham for the loss of her husband, Chet.

Chester "Chet" Ray Branham, 74, of New Palestine, IN passed away February 1, 2019., Chet proudly served in the United States Navy from 1963-1967. He retired from Naval Avionics after 30 years of service to pursue his dream of owning his own woodworking business.

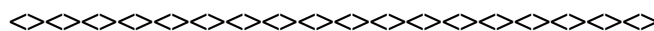


Welcome to new members Tim and Sandy Dewitt, Indianapolis, with a 1975 Chrysler Imperial. We hope to see them at a meeting or event again soon.



Presidents Message

Only two weeks left until the Indy Cylinder Head show. It is time to finalize your lists of treasures to search for in the many booths. I hope you can them and thus improve your rides, or maybe just find your next project. It could happen. My new engine is nearly complete and I hope to put it in it's newly decorated engine bay. Like everything else time is fleeting. Lucy and I are starting to plan our trip down Route 66 with the Plymouth. The part in California is probably out, but we shall make up for that by turning north at Kingman, AZ and go to Las Vegas. Then making a big loop to Denver and return via I-70. It may take 2-3 weeks and many military bases. She wants to see the Grand Canyon and travel thru the Rocky Mountains, among other sights. Some of my challenges are to restore the AC and upgrade the radio to AM/FM CD with Bluetooth. For sure the AC is a must in the desert. -- Bob Thomas - Mo-pwr to you all. February 2019



Chronicles of Evan - (With Ramblings included) Part Three; Why a Mopar Guy?

(For a refresh, here are the Ending excerpts from Part Two; Why a Mopar Guy?)

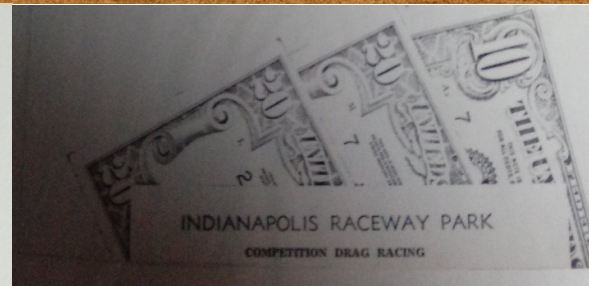
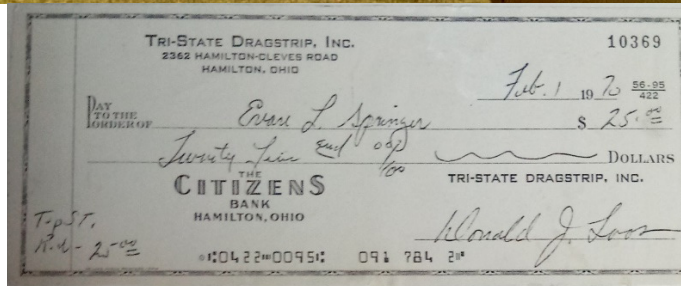
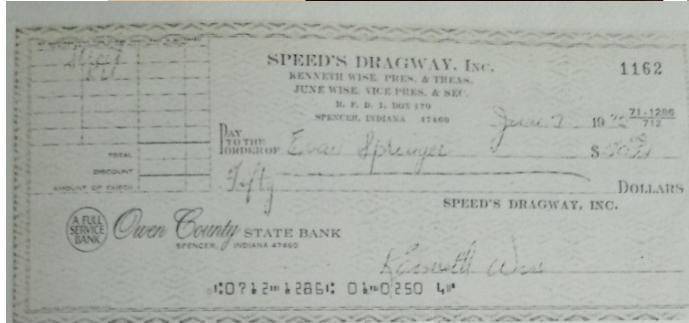
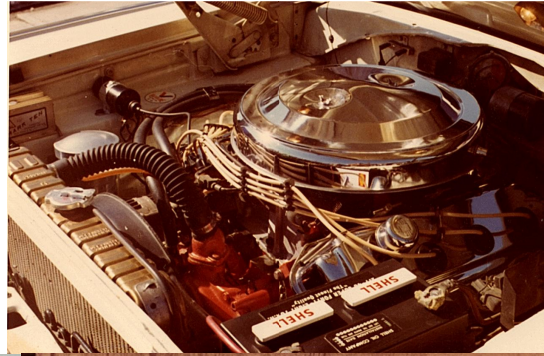
I could devote innumerable pages telling of the unlimited great experiences we had together. In a previous Profile article I did expound on some of these. From drag racing to parades and shows to road trips and grocery runs, she was an outstanding machine. She was an extremely good family car with several 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 (66 Satellite) Street Hemi. (Maybe you couldn't tell that)

Remember; On the

Seventh Day God created the HEMI.



Examples of huge money payouts in late '60s. Figured out can't eat trophies so started looking for some cash!
(Continued sometime later, only have twenty some to go)

Part 3:

Ok so now it is later and where do I go from here? I can't cover all the last 20 some cars in my life although most have some interesting tidbits about them. Let me cover a few of them. The one thing that I wish is that I had taken more pictures of my rides and Chrysler boats as I now woefully have but a few to share. I'll try to dig some out.

By this time in my life, I had already left Cummins Engine Co., Research and Engineering and had served time on the Service Desk at Dunfee Chevrolet, a local dealership. This was during the era of the new Camaros, Zs and Chevelles were coming in with the 396s and 427s. Several in our group were avid Bow Tie

guys and they thought that was the best way to go. Yet, my 426 Hemi still stood proudly in the employee parking lot and they all found out later they still had a ways to go to be competitive.

Shortly thereafter I was very fortunate to become Proprietor of a newly built Shell Service Station in Downtown Columbus. This is back when service stations were total service and maintenance on customer's vehicles. Shell told me that I was the youngest Dealer that Shell had at this time. (I know, Whoopee!) I still had my 1966 Plymouth 426 Hemi, usually in a show and tell position. She still drew a lot of attention of those that wanted to see that car that others had told them "was cleaner on the bottom side as the top side" or there were those that were looking for a challenge or those that wanted to see a Hemi. There were two Hemi cars in town at that time and the other one belonged to a Sunoco Dealer on the other side of town. His was a 1970 Hemi Challenger, very cool, built to the hilt drag car. Mine was balanced, cced, blue printed, and had a few little goodies here and there but was still street-able. The two of us Hemi owners of course were in different classes and really never ran each other, except for a time I remember well.

Columbus each summer had a festival with a large parade that ran down Washington Street, the main street in the heart of downtown business district. In our section of the parade were other drag cars from our group and even one "digger" that was being towed. Headers were open and we were all strutting our stuff. This main part of the parade route was a 4 lane wide street about eight blocks long and the sidewalks were lined with many parade onlookers. Mr. "Sunoco Hemi" and Mr. "Shell Hemi" took up the rear of our section of the parade. About every couple of blocks low and behold there was a stop light and every time we got to the light it would turn RED. We of course had to stop; we didn't want to break the law. So we stopped and waited and waited, and waited. All of a sudden the light turned GREEN and we knew we had to catch up quickly with our group ahead of us! So with a couple of quick two second launches the two Elephants, with the exhaust blast sechoing off of the buildings on both sides of the street, were very quickly back in line. For some reason I noticed everybody was looking at us? I couldn't tell if they were reacting in exhilaration and excitement or panic and terror. Even more strange the next two stop lights also turned RED on the two of us. Who would have thunk that would ever happen? Would the temptation be too great to turn down this opportunity for exhibition? The sound of those two Hemis was music to most ears! I don't know how we didn't get in trouble?

Sometime later things were going well at Springer Shell when the City of Columbus decided to start their downtown renovation and were tearing up streets in the surrounding area of our business. People could navigate getting to us but was a task that many found undesirable. Business started suffering and I contacted Shell about the current situation and requested help. They responded that they could not assist me with the present situation but said if I would keep my station open and running they would make a consolation gesture by giving me another older Shell station across town that had been quite productive. Things weren't looking good with blockaded station so I took the gamble. There's nothing like running two businesses!



Springer Shell at 8th and Jackson, Columbus, IN



Springer Shell at 17th and Central, Columbus, IN

w/ The Wizard. (Today it is a parking lot) (Today modern Shell/ Mart) (Only known picture of The Wizard)

It was at this time that I needed another service vehicle to make road calls, parts runs and the like. I ran across a pretty decent 1958 Ford pickup truck, fleetside short bed. It had a six cylinder engine that dire need of reclamation. The exterior looked pretty good but the floorboard and cab mounts were pretty well shot. I got it for

a pretty good price. To make it a short story, I went to the junk yard (in those days there were plenty of junk yards, particularly out the Brown County/Nashville way), picked up a 392 hemi with transmission, took it back to the station, unstuck the parts, went through all of it and made both runnable. Remember, in those days you could get parts for all these old treasures. There was also abundance in the salvage yards and the owners would usually let you roam in the yards by yourself. (Back then, that was like going to Disney Land)

We Installed the Hemi and Torqueflight transmission in its new home and we slapped on a couple of really wide street tires and wheels on the back. There were still a couple of minor details that needed attention. To shore up the cab mounts and to make the cab set level, 2x4s worked pretty well. In some places you could still see the road through the holes in the floorboard but we figured that would help with our flow-through ventilation system in the cab. We also did not have the shift mechanism so we conjured up a choke cable in the dash to shift to the different detents. We then named the truck "The Wizard". When you would rumble up to someone in The Wizard, they had this look somewhere between amazement and fear.

We had several good times with The Wizard. I remember one incident in particular that happened at the Beanblossom Dragway in Brown County, a 1/8 mile, two separate lane concrete uphill track, built in the side of a hill with a semi-paved return road and unpaved pits. For fun we took it there a couple of times. The last time we ran there, it had been damp and traction was a challenge.(mud, gravel and all). Trucks aren't normally known for great traction anyway so we decided to put all the tool boxes, jacks, other tires and wheels, anything we could find in the bed of the truck and covered it all with a tarp. Not that the Beanblossom Dragway is the most professional race track around, but I was concerned that we would get the starters attention and if he saw all our loose ballast he would pull us out of line and not let us run. As I came forward, the starter came over to me and took a look in The Wizard's bed and saw the tarp. He asked about it and I told him "added weight but strapped in good". He gave me a little grin and to my amazement he waved us on up to the line. It ended up that we did get the attention of the guy in the other lane as we disappeared into the distance in front of him.

I don't remember what the circumstances were but one night Nicole (my wife) drove The Wizard to her work at the Holiday Inn out on State Road 46 just south of the Interstate 65. When it was time to end her shift she called me and informed me that The Wizard was not in the parking lot and she didn't know where he was. It was really late and I picked her up and we scoured the area the best we could but gave up till daylight. I didn't know if a prankster took him or he was stolen. I didn't think anybody unfamiliar with The Wizard would know how to drive him. The next morning I received a call from the police that The Wizard was parked along the side of State Road 46 toward Nashville. I went and picked him up. His guts had been blown out the bottom of his Hemi.Best. I can figure the thief ran him until The Wizard could take no more. Broke my heart and his! Strange how close we can get to these inanimate members of our families.

To say the least, The Wizard was a very unique automotive "wonder" and believe it or not, everybody found him interesting to see. The Wizard did drive amazingly well and was very strong. Thinking back, I never really thought about it but I have owned a 1st Generation Hemi, a 2nd Generation Hemi and currently have a 3rd Generation Hemi. I think that is really special, or it means I am starting to get really old.



Another car some may find interesting is one of our family gofer (go-fer this, go-fer that) cars. Nicole drove it for just about everything, hauling our four younglings everywhere, shopping, errands and pick up parts, you get the picture. So what is so special about a 1964 Dodge station wagon? It had a 318 Polysphere with

dual quads and custom exhausts and just a mellow sounding sweet ride. It always kind of reminded me of the Ramchargers, well somewhat?

We also used the wagon to pull our 16' Chrysler Conqueror boat with 120HP Chrysler outboard motor with 135 HP lower unit and ram air. It was a beautiful boat with Blue metal-flake. I don't have the time or space to tell of some of the many great times (and stupid times) we had with it. It was very quick and super responsive and I was always looking for more speed out of it. One interesting note; the boat was fiberglass with a sight "hook" molded in the bottom of the rear transom. They did this to keep the nose down in the water in high speeds but that caused more drag. So one night I decided to grind off the fiberglass "hook" and make flat with the rest of the bottom of the boat. It turned out that "hook" was not as thick as I thought it should have been and I ground through the bottom of the rear boat's shell and transom. Uh Oh! A simple thing turned into a 4 day fiberglass repair. However, I did pick up little over 10 mph top end with the nose out of the water while walking on the two rear tips! Top that Ramchargers?



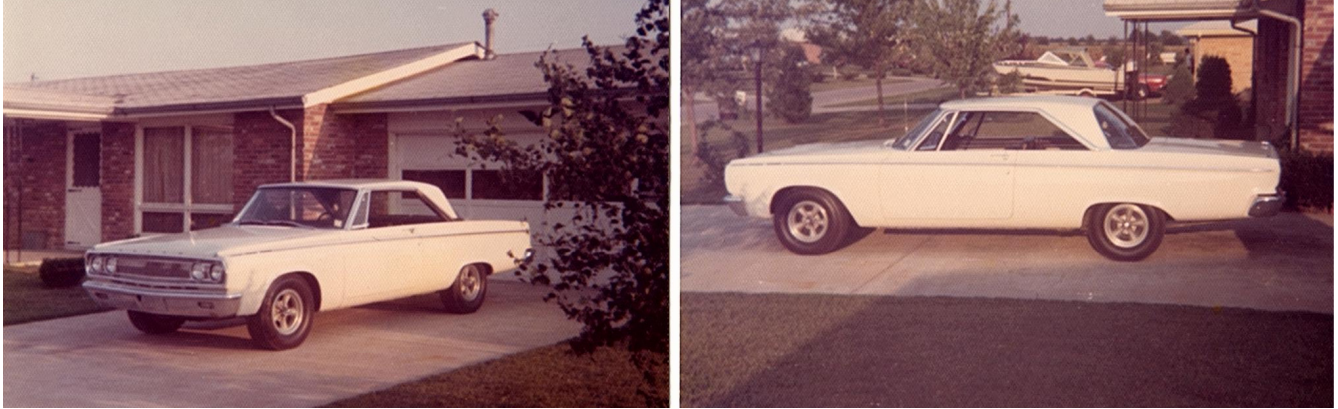
Mom, Brother, wife Nicole & pet Nickee; 1962 Ford 406 ci; 1964 Fury Convertible & 1959 Fury 2 DR HT-- 2 Polys - "A couple of other Mopars Nickee and I had through the years"

I guess there is a time when things have to change. Hindsight is great and foresight, well, you better hope you make the right decisions. One day a man came to me in the station and said he would really like to have my 66 Hemi. This was not necessarily the first offer I ever had for the '66, but this one came at a particular time, with some special requirements and a great deal of cash? The Hemi Car was in excellent condition and this guy loved the car but he didn't want it with the Hemi engine. He wanted the 66 Satellite with a 383 cu in engine, one I guess he felt he could maintain, etc.? Well to make a long story short, with the two businesses being stretched by the one carrying the other and etc. I very reluctantly made the deal. I lost a great car but got to keep the Hemi and the 727. (Little did I know that due to '70s and EPA, Hemis and muscle cars production would soon be a thing of the past).

In short order I had acquired a '65 Dodge Coronet with a 426 Street Wedge and I replaced the wedge with The Hemi. Really a good looking ,nice car and as the family started growing it made a great family cruiser and part time toy. One day shortly after putting this beast together, I loaded the family in the car and we all went out on a beautiful Sunday ride. Instantly out of nowhere a huge tumultuous explosion took place off my left side front fender, into the "A" pillar and down the side of the car. Glass flying, all 4 kids in the backseat screaming and finally a guy went roiling down off the top of my car, on the trunk and then on to the ground. In just a flash of light we had been "T Boned" by a motorcycle coming out of a side street going approximately 50+ MPH! When I reached him he was unconscious, no helmet, his pants split wide open and I remember he had no underwear on. I believe he was breathing but for an instant I wanted to kill him. Sorry but that was how I felt. I found out later, he had been drinking, was not his motorcycle, recently released from prison and had no insurance. Crushing blow all around! At least we were all unhurt, physically but my mental state was still miffed!

I could keep going on, but I with the help of my best friend and body shop mgr. we made the necessary repairs. Along with the help of a telephone pole and a couple of "come-longs" we were able to pull the A pillar

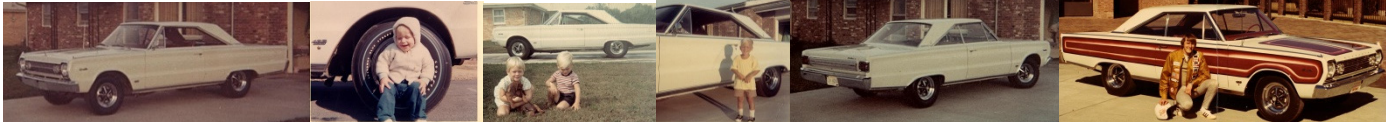
back out, replaced the fender with a new fender, worked out the rear quarter, and did the remaining repairs. After paint she looked new again.



To this day I regret the dismemberment of the “66 Hemi Satellite”. I just didn’t know what I had, I guess. Had circumstances been different and I was a little older, who knows? Hindsight’s great and can be equally cruel. Years later I sold the “65 Coronet to a friend. He had also purchased my old ‘66 Satellite with the intention of putting the ‘66 Hemi Satellite back together again. I gave him all the original parts that I had (engine mounts, etc.) along with some original paper work. I felt good about the possibilities of it all being put back together. That is about all I know.

The story has it that The Hemi Car was totally dissembled, acid dipped, and everything put into a garage. For some reason it sat there for several years and was never reassembled. When rediscovered the unprimed body was eaten up with rust almost to the point of disrepair? Was this the end of a really great car? I really don’t know for sure but last rumors I have heard is that the car is somewhere, possibly in St. Louis area and the Hemi engine is still somewhere in Columbus, IN. minus the dual quads and the intake.

It does hurt me down deep to write about her, my 1966 Plymouth Hemi Satellite. I almost didn’t! **ELSMopar or no car!**



Indy Mopar Club Meeting Minutes Meeting 1-31-19

Club President Bob Thomas opened the meeting at 7pm. Club Officers Chuck Butler, Dave Opel and Randy Smith were not able to attend. Tom Kelly took meeting Minutes and took attendance.

New member Tim DeWitt attended with his friend and guest Travis Whiley. Tim just purchased a ’75 Imperial and is interested in information on some of the control modules in this model if anyone is familiar.

Travis noted during introductions that he is a 16 year Army veteran, became a big fan of Chargers from his dad and had discussed with friends starting a group to assist with car repairs for single moms or others in need.

Member Sam Willard mentioned this was his first time to attend our monthly meeting.

Balance of members introduced themselves and spoke on their current projects. Some spoke about their cars, others on projects around the house. Bob thanked all for attending.

Steve Wisdom read the Treasurer’s report for December (since there was no December meeting) showing income of \$260 and expenses of \$328.84 for a balance of \$1272.34. The January report included income of \$310 from membership renewals and \$0 expenses. The current balance is \$1582.34. There are 32 currently paid dues members, but one member paid cash with no name information on the form at the last show. Hopefully that individual will be recognized when requesting their membership shirt at a future event or meeting. It was noted that many renew at the March Indy Cyl Head Chrysler Trade Show at the booth.

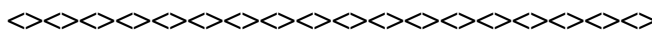
In Randy’s absence, there was no Communication Report. In Chuck’s absence, Evan Springer read February Birthdays and Anniversaries. Steve & Cheryl Wisdom will celebrate their 49th Anniversary this year.

Lastly, Evan noted the Indy Mopar Club was started in March of 1999, so this year is the Club’s twentieth anniversary.



Tattler's Corner

Jan Peel "goofed" "Big Time in the January's newsletter. Rick and Ginger's grandson's name is actually Rhettington Perry. My sincere apologies to all. Just checking to see who really reads the newsletter.



2019 INDY MOPAR CLUB – EVENT LIST – **TBV** – to be verified **TBD** – to be determined

Jan	31	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
Feb	8-10	Fri-Sun		World of Wheels	Ind State Fairgrounds	Tom Kelly
	17	Sun	8a-3p	Chicagoland Mopar Connection Swap Meet	Illinois	Tom Kelly
	28	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
Mar	1	Fri	TBD	Set-Up – Indy Cyl Hd Chrysler Perfor. Trade Show		(Ronda Cherry)
	2-3	Sat-Sun	9a-5p	Indy Cyl Hd Chrysler Performance Trade Show	Ind State Fairgrounds	Bob Thomas
	28	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
Apr	25	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
May	4	Sat	11a-5p	Cinco de Mopar-Commun Cancer Show	Lafayette, IN	Tom Kelly
	14-18	Tue-Sun	8a-?	Mecum Collector Car Auction	IN State Fairgrounds	Tom Kelly
	17-18	Fri-Sat		Chrysler Power Classic Nat'l Trail Raceway	Columbus OH	Dave Watt
	30	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
	31-Jun 1	Fri-Sat		FAST-Pure Stock Drags	Martin MI	Dave Watt-Mike Leyes
Jun	TBD	Wed-Sun		Airflow Club of America National Meet	TBD	Tom Kelly
	27	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
Jul	TBD	Sat	TBD	Fletcher CDJR/IMC Cruise-In	Franklin, IN	(Rick Ordo)
	12-14	Fri-Sun		Carlisle Chrysler Nats	Carlisle PA	Dave Watt
	16-21	Tue-Sun		National DeSoto Club Convention	Hutchinson KS	Tom Kelly
	20-21	Sat-Sun		Belvidere Mopar Happening	Belvidere IL	Tom Kelly
	TBD	Tue-Sat		Plymouth Owners Club National Meet	TBD	Tom Kelly/Jan Peel
	25	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
Aug	9-11	Fri-Sun		MOPAR NATIONALS-Nat'l Trails Raceway	Columbus (Hebron) OH	Tom Kelly
	13-18	Tue-Sat		Walter P Chrysler Club National Meet	Auburn Hills MI	Tom Kelly
	13-17	Tue-Sat		Back to the Bricks Car Show	Flint MI	Tom Kelly
	17	Sat		Woodward Dream Cruise	Oakland County MI	Tom Kelly
	29	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
	TBD	Fri	TBD	DSR Open House-Car Show	Brownsburg IN	Evan Springer
Sep	7	Sat	TBD	West Gate Chrysler / IMC Cruise-in	Plainfield IN	Bob Thomas
	13-14	Fri-Sat		Pure Stock Muscle Car Drag Race	Stanton MI	Dave Watt/Tom Kelly
	19-22	Thu-Sun		NMCA Race-Show	Lucas Raceway (IRP-Clermont)	Dave Watt
	26	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Bob Thomas
	TBD	Sat	9a-12n	JDRF RUN/WALK – Military Park	Indianapolis IN	Evan Springer
Oct	31	Thur	7-8p	Indy Mopar Club Monthly Mtg Nominations for 2020 Officers	MCL Cafeteria	Bob Thomas
Nov	23-24	Sat-Sun		Muscle Car and Corvette Nationals show	Rosemont IL	Dave Watt/Tom Kelly
	21	Thur	7-8p	Indy Mopar Club Monthly Mtg Election night for 2020 Officers	MCL Cafeteria	Bob Thomas
Dec	TBD	Sat	TBD	Indy Mopar Club Christmas Party	Steve Wisdom's Clubhouse 1202 Leisure Lane, Greenwood 46142	Bob Thomas