



Indy Mopar Club News

www.indymoparclub.com

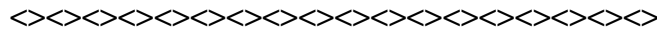
December 2020

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Steve Wisdom, Treasurer 317.457.5205	Ron Kriech, Secretary 317.443.4461
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Meetings are normally the last Thursday of every month except November & December. Refer to the President's Message for both those and future meeting dates.



December 2020 IMC President's Message

Happy Holidays everyone. As crazy as this year has been, I hope everyone had a nice Thanksgiving and you, family members and friends are still in good health.

I'd like to thank all past Club Officers, the nominees that stepped up for 2021 and finally offer congratulations to our new & returning officers for the coming year:

Jeff Platzer – President
Ronda Cherry – Vice President
Steve Wisdom – Treasurer
Dave Opel – Secretary
Randy Smith – Communication Director

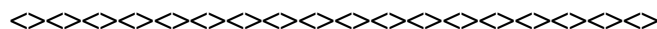
We look forward to the fresh ideas and enthusiasm they will bring to the Club and as they build on what the Club has done in the past. We have hope too, that with the new vaccines ahead, even with a likely slow start, the year 2021 will be a turn around and we can get back to some semblance of normal.

On behalf of the Club, I'd like to give a 'Special Thanks' to Jan Peel who consistently orchestrates & 'herds the cats' to put out our Newsletter every month. I believe this is completing the 15th year that she has been doing this voluntarily for the Club and the newsletter continues to improve. Jan, thank you so very much!!!

It has been my honor to serve as a Club Officer in various capacities over the years and I look forward to continuing to work with the Club in the new year ahead. I urge everyone to step up in any way possible to get the wheels back on track after this devastating year.

Here's to hope for an active, exciting, and wonderful year ahead for each of you and the Indy Mopar Club!

Merry Christmas and all the best,
Tom Kelly



Jeff Pletzer Profile

December already? Holy cow did this year fly by. And what a crap year it was. I'm sure we're all so hopeful that 2021 will be a huge turnaround to get us back to fun and normalcy. The year wasn't a total loss, as the cruise-ins stayed open thankfully, along with a few shows. We got the Mopar swap meet in just before it all went south, and I'll be anxious to see if they can hold it this year. Congrats to the newly elected officers

and thank you to the outgoing team. Merry Christmas to all and I look forward to seeing all of you again early next year! For my December article I decided to talk about three different things. I couldn't settle on one main topic so here we go.

1. I was reading the new Car & Driver magazine and saw the road test between the all new Ram 1500 TRX and Ford Raptor. As you may know, the Raptor has been the power leader in the pick-up truck wars. They are using the twin turbo 24 valve V6 putting out 450 horsepower. These trucks are also designed for major off road capability, with super strong long travel suspensions for flying over seriously rough terrain. Well Dodge decided to destroy the Raptor in one giant crunch.



The TRX is code for T-Rex and the TRX ate the Raptor alive! They put the Hellcat engine in with 702 horsepower, a killer suspension and high-grade interior. Yeah, they are both expensive! Base on the Raptor is \$73,790 and the TRX is \$89,565. So what was Car & Driver's conclusion? No contest, the Ram rules! Go Mopar!

2. Since I grew up in Detroit, people would ask me what was it like back in the day for cruising and street racing. So a little history. Woodward Avenue was the epicenter for cruising. It is 8 lanes wide with a wide median in the middle in many sections. It runs from downtown Detroit to Pontiac a length of around 27 miles. The main cruising corridor is 8 Mile road to 15 Mile road where most would stay in that general area. There would be hundreds of muscle cars out there any given night. Woodward was also the first concrete paved road with the first mile done in 1909. The original road was plotted in 1805. My grandmother's sister was actually the first woman to obtain a driver's license in Detroit!

There is a twin road to Woodward called Telegraph with a very similar design, and many would cruise out there as well. Cruising Woodward and Telegraph and street racing was my full time passion. I was very lucky to have a father with Chrysler who was an executive, so I started out early with him bringing home various high performance cars from the pool. He would let me take them out knowing full well we would be racing.

Street racing wasn't a bad word back in the day, everybody did it. A lot of the racing was not done on Woodward itself if you really wanted to go fast. The police were always out there and they would ticket you, so a lot of racing was done way off Woodward. Most street racing was from a 20mph roll to around 80mph. A quick few seconds that wouldn't attract the police. Rarely would anyone race from a stoplight.

My main cars back in the day were a 67 Barracuda with a 383, a 68 Barracuda 340 4-speed, a 69 Dart GTS 340 automatic and 70 GTX 440+6, along with whatever else dad brought home. The 340's were the most fun to race because nobody suspected how fast they were. I would race anything and win 99.9% of the time. My favorite car to demolish were the 428 Cobra jets. Never lost to one.



I have to admit I did lose once to a red GTO. It looked stock but the old guy driving blew my doors off. I told my friends about the car, and the guy driving, and they said I just got beat by Jim Wangers in his Bobcat GTO. Jim Wangers was the guy along with John DeLorean that invented the GTO. Street racing was a serious marketing arm of the program, so this wasn't that unusual. Wangers car looked totally stock but was most like a highly tuned 421 version of the 389/400. That made me feel a lot better.

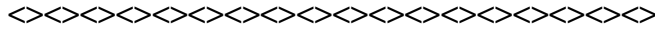
3. Jimmy Addison was the king of the streets in Detroit. Most of you know who he is, but for those that don't you need to know. Jimmy drove a silver 67 GTX called the Silver Bullet, with a 472 Hemi that was a streetable race engine. He operated a small Sunoco gas station on Woodward and serviced mainly high performance cars, but it wasn't a race shop.



Jimmy was a little guy as you can see in my photo with him, but he was the big man! He was supported back door by the racing engineers inside Chrysler. They got him the trick parts and the latest technology to put into the car. He street raced for Chrysler under the radar. Jimmy only raced for money, and the guys that challenged him were from the other GM and Ford skunk works racing programs.

If you wanted to challenge Jimmy you raced him on his terms. Jimmy knew that they would bring state of the art drag racing cars out to run him, so his main requirement was that you cruised until he was ready to race, that way a full blown race engine couldn't handle the heat and long running time. Everyone was naturally aspirated back then, so these were low 10 second heavy street cars, nothing compared to today's cars. We would follow Jimmy out to one of the interstates very late at night to watch him run. They would go from a dead stop to around 150mph. Serious street racing! Jimmy never lost that I ever saw and the stories are unclear. It appears that he may have lost once. Jimmy appeared in many magazines over the years and was considered the God of street racing by many. His car is usually on display at the Woodward Dream Cruise.

Author~~~Jeff Platzer



Treasurer Report Indy Mopar Club November, 2020

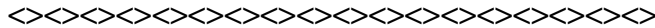
October 29, 2020 Balance \$1,583.62

INCOME as of 10/31/2020 - 1 club shirt \$10.00

November Expenses \$0.00

Nov. 19 Balance \$1,593.62

Flower Fund \$171.65 with 60 paid memberships



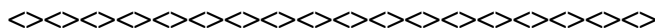
Bob Thomas Note

I hope all of you had a relaxing Thanksgiving. It is now December and I wish you all a Merry Christmas and a better New Year.

I attended the NMCA Race at Lucas Oil Raceway. The racing was good and for the most part not stopped for weather. In the Saturday car show, Jeff Platzner brought his super nice '65 Plymouth. He, of course, won first place in the 'B' Body class. Congratulations Jeff. On Sunday, the class was captured by a beautiful '68 Charger. I came in 2nd with my '72 Plymouth Road Runner. The club was well represented.

The racing was dominated by Chevys, of course, by virtue of their rule book and Chevy only classes. But, when the Hemi Shootout was called, the entrants were stretched past the curve in the staging lanes. About twice as many or more than any Chevy class. A Hemi won of course. They still don't have a class for re-powered by Hemi. All fast Chevys run a Hemi.

Well, have a great holiday and maybe 2021 will be much better.



Jan's apology to Cheryl Wisdom - her birthday is December 8th - **not Steve's**

January 2021 Birthdays:

Don Sainsbury, 1-11

Sheilla Collins, 1-11

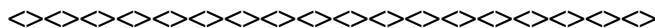
Bob Vorpe, 1-17

Bill Edgerton, 1-26

January 2021 Anniversaries:

Bill and Randi Edgerton, 1-20

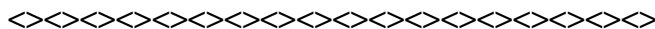
Congratulations to all!



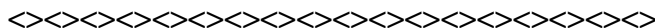
Tattler's Corner

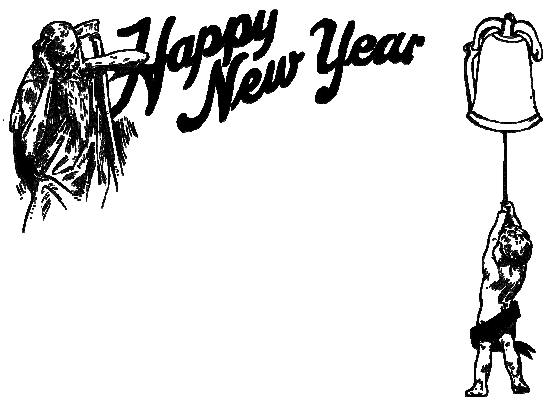


I guess I thought Steve needed to be a little older and wanted to give him another birthday but he didn't think so and told me so.



Jan Peel - Editor - My thanks to all the members that have contributed articles and information throughout this difficult year of 2020 and throughout all the years I have been editor. Whatever your newsletter has become is because of that. I couldn't have done it without all the help. My prayer for 2021 is for this pandemic to end - but it will not be soon. So keep your spirits and health up and just remember - this too will pass!





Remember to pray for peaceful, healthy, and safe times in 2021.