



Indy Mopar Club News

November 2009

www.indymoparclub.com

Jan Peel and Dave Watt, editors

Steve Wisdom, President

Bob Rosenberger, Vice President

Mike Leyes, Treasurer

Karen Rosenberger, Secretary

Meetings are the last Thursday of every month except November & December
Next regular meeting: Thursday November 19, 2009 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.



Member Profile of the Month Glenda and Tom Wallace with their 1966 Dodge Charger



I have been a Mopar fan for many years. My first Mopar was a 1949 Plymouth, 4 door sedan that I paid \$30 for in 1963. The car ran great, but had no brakes. This jewel blew up eventually, and I replaced it with a 1951 Dodge coupe, which blew up! Can you sense that I was having a little problem with engines? My next Mopar was a 1957 New Yorker with a 392 Hemi. It did not blow up, but I had to sell it before I enlisted in the Marines. This was 1966. In 1967, while on leave, I bought a 1964, golden anniversary Dodge Polara convertible. It had a 318 engine. I proceeded to blow up that engine while on leave in 1968. Later, the same year, I was seriously injured in Vietnam, losing my right hand.

I had many months while hospitalized to think about my next car. At one hospital, I had the opportunity to ride in a 440, 4 speed, 1967 Charger. WHAT A RUSH! At that moment, I knew I had to have a Charger. After release from the hospital, I purchased a left over, new 1968, 383 Charger. It was silver, with blue interior. I kept it for two months, and traded it in on a new 1969, Hemi, Super Bee. This car was dark green with green interior. I proceeded to blow it up. Can you continue to see the pattern here?

When Glenda and I were married in September, 1969, I could not maintain insurance on the Hemi Super Bee. I traded it in on a 1969 white hat special Charger. It was a 383, B5 blue with white top and blue interior. This one lasted until 1971, when I traded this one in on a new 1971 Charger Super Bee, 383. It was the sublime green, with black interior. It was a really pretty car! Glenda wrecked it on the way to work one morning, sliding on an icy bridge near downtown Indianapolis, but at least the engine did not blow up! This car was repaired. We kept this car, and I purchased a 1971 Dodge Demon, 340, 4 speed. This car was Hemi orange, with black top and orange and black interior. This car had a manual transmission, and Glenda had to learn how to drive it. What fun! The clutch was replaced at least 5 times. Glenda was hard on the clutch, but the engine did not blow up! Both 71s' were eventually sold, and we bought a 1973 Dodge Dart Sport convertrable. It had a sun roof and fold down rear seat. Because of the gasoline crisis at that time, Dodge marketed the Dart Sport with a 318, 3 speed overdrive

transmission and a 273 rear end. This car got 24 miles to a gallon, but you could not pass anyone on the road!

Meanwhile, I found an M code 1969,440 Dart GTS. This car was Hemi orange, with black interior. This car would go 30 miles an hour with no foot on the accelerator, so says Glenda. She drove this car one time! That was enough. Too much power! While I had this car, I added a 1974 Dart Sport 360. It was red with black top and black interior. I later sold the GTS and bought a 1967 Hemi GTX, 4 speed. That was my last Mopar until 1979, when I bought a new Dodge pickup truck. I traded the pickup truck in on a GM van in the 1980s.

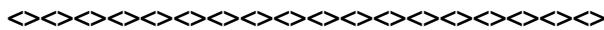
Finally, in 1998, I purchased the 1966 Dodge Charger that I currently have. For the last 10 years, I have been collecting parts to restore this car to its original glory. I have invested probably \$27,000 in parts, with all of these parts taking up space in the garage until I find the time to take the car completely apart to begin restoration. One of these days, I will decide to begin the task, but I almost hate to do it, since it runs pretty good, we enjoy driving it, and it has not blown up!

Authors~~~~~Tom and Glenda Wallace



Indy Mopar Members' News

Terry Cummings said his therapy is going and he hopes to see us soon. Susan Eilert had a stroke and was in the hospital but is home now, taking it easy and getting well.



Indy Mopar Club Monthly Meeting

Secretary's Report

October 29, 2009, 7:00 pm

Welcome and sign-in: Steve Wisdom, President

Steve brought the meeting to order at 7:00 pm and asked all members and guests to introduce themselves and tell about their car(s). 29 members and 0 guest(s) attended.

Attendees were: John & Carol Ann Bauer, Brian Berkowitz, Ronda & Dennis Cherry, Estel Claycomb, Mel Crane, Dick & Dorinda Crawmer, John Heeringa, Tom Kelly, Ed Leyes, Mike Leyes, Larry & Susan Mayes, Gary & Jessica McCormick, Mike Patterson, Jan Peel, Bob & Karen Rosenberger, David Sanders, Ken Scobel, Bob Thomas, Thomas & Glenda Wallace, Dave Watt, Thomas Williams, and Steve Wisdom.

Secretary's Report: Karen Rosenberger

Karen gave the highlights of the September, 2009 meeting.

Treasurer's Report: Mike Leyes

Received \$2,000 sponsor check from Danville CJD

Beginning balance: 4,858.71

October income was \$2,225.00

October expenses were 133.65

Ending balance is \$6,950.06

Question was raised as to whether to make a donation to JDRF for \$3,878.39. Suggestion was made to round the amount of donation to \$4,000 and all agreed.

Currently 85 club members

Event Calendar: Bob Rosenberger

Edwards Drive-in at Sherman & Raymond October 31

Evansville November 14

Annual Indoor Rod & Custom at Wayne November 7 & 8 County Fairgrounds (Richmond)

Suds - Greenwood (last show of season) October 31

Event Advertising: Pat & Pat McKarski (unable to attend)

Communications Report: Dave Watt

Champion Show photos and Danville photos have been posted on website

Old Business: Steve Wisdom

A. Member Profiles for Newsletter and Website

November - Gary Stafford

December - Tom Wallace

January - Rick Kelly

February - Brian Berkowitz

B. Christmas Party - Scheduled for Sunday, December 13

To date 47 have RSVP'd - Cost is \$14.00 each

Location is the Atrium at 3143 E. Thompson Road

Food Menu will be: Southern Fried Chicken, Ham, Green Beans, Scalloped Potatoes,

Traditional Tossed Salad

Club will pick up the tax and gratuity - Payment for dinner needs to be made on or before the November 19 club meeting

\$15 gift exchange / women bring gift for woman, men bring gift for man

C. JDRF Walk - Scheduled for October 10.

4 cars were scheduled for the walk, but only 3 showed up. However Dennis Cherry was able to get a ride home (Larry Mayes) and bring his car to the walk.

There were 5 walkers

The drag simulator did not show --- owner called and apologized

New Business: Steve Wisdom

A. Terry Cummings is home and getting better.

B. Danville Chrysler has gone out of business

C. Consensus is that we should only do 2 shows in 2010 (Official vote by hand)

a. Champion

b. Adesa (Plainfield)

D. Insurance - This topic was tabled until November meeting

E. Officer Nominations

President: Bob Schoenig, Tom Kelly, Bob Rosenberger

Vice President: Ronda Cherry, Jessica McCormick, Bob Rosenberger, Dick Crawmer

Secretary: Jessica McCormick, Dave Sanders, Debbie Mounce

Treasurer: Mike Leyes

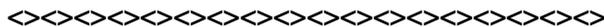
Communications: Dave Watt (but agreed he would have help answering emails)

F. 50/50 Drawing: \$92 / Jessica McCormick won \$46

G. March Swap Meet (2010) – voted yes to participate

Motion to adjourn was made and seconded.

Respectfully Submitted,
Karen Rosenberger, Secretary



What I did on my summer vacation

By Larry Mayes

This year we started a trip that we have wanted to do and talked about for the past 12 years. See the sites on ROUTE 66.

I have several friends that decided last year that this year would be the year to start in Chicago and go all the way to California on as much of route 66 as possible or time allow.

Due to plant shutdown dictating my vacation I didn't figure I would be able to go. One of my good friends from Michigan sent me a message to see if Sue & I would join them. At that time we were planning on going to Florida to take some of my mom's stuff after selling her house, but realized that the start of their trip was during shutdown. Then mom decided she didn't want the stuff down there, so Sue and I decided, we can go on part of the Route 66 trip.



Sears Tower is in the background. This is the Start of Route 66. There are several books to help plan the route and stop at some of the original buildings along the way.

Since we could not go all the way I thought we should start at the beginning. We met up with the 6 (4 from California, 1 Arizona and 1 from Michigan) that were traveling the whole trip in Normal, IL and the next day travel to Chicago, one Prowler owner being a detective on the police force was able to have OK for us to park on Michigan Ave to get photo's at the beginning of Route 66.



After lunch in Chicago and wanting to get on the Route to see the Restored Gas Station in Odell, IL, Route 66 Museum in Pontiac, IL, (see picture on left with some of my friend's Prowlers in front) & dinner at diner on Route 66. They are trying to raise more money to finish the building.

There were several people like us that joined for a day or 2. Much of the route in ILL is hard to follow since the road has been decommissioned, the books help, but also the locals are great on showing off their towns.

In Pontiac the Museum manager's husband was the Town manager and took us on a tour of town and out to a little restaurant where the picture below was taken. He even went back to the museum and got us books on the town and paintings.



The second day was to be a short day so the long haul people that had driven from CA to Chicago could do laundry. The trip started with our 1st stop at Funks Grove for some sirip and then to Atlanta, IL. They have an octagon library, restored café, wood grain elevator and a guy holding a hot dog, (here he is the Ralph Muffler guy). For lunch we had pie & cake at the restored café and got to learn about the town from the owner of the café. An elderly lady was walking across the street and thanked me for the parade thru town, as she didn't know they were having a parade. Another lady in her 80's took us to the grain elevator to show us the restored elevator and how it worked.

We stayed in Springfield, IL that night and went to the Abe Lincoln museum, ate corndogs at Cozy Dog, the guy invented the mass produced corndog while in the service. A local guy took us for some cruising around Springfield and one stop was Tim Wilkerson's race shop. Got to tour the shop, see the cars, engines and hauler. Got to go out on some of the original bricks still in place.

The next day had about 100 miles to travel and would you believe it took all day. Breakfast at Charlie Parker's, photo ops take a lot of time, Mt Olive, IL we stopped at a restored Shell gas station, more pie at Artision restaurant, the oldest operating on Route 66. Wonderful pie, and the owner put us in private room and stayed and talked and before we left he had us get behind the counter and he took pictures of all of us.



Old Chain of Rocks bridge is closed to vehicles so we walked across the bridge to Missouri. A trip to Fast Lane Classics and ended the night with ice cream at Ted Drew's started in 1929.

Saturday was raining and looked like rain for most of the day, so instead of traveling on, Sue and I headed back with friends from southern IL. And made some stops along the way.

Ballot for 2010 Indy Mopar Club officers.

If you will not be attending the November 19 regular monthly meeting, please vote for only one of each position and return to indymoparclub@indymoparclub.com or mail to 937 Dreamy St. Greenwood, Ind. 46142, by Nov. 17.

- **President**

1. Tom Kelly
2. Bob Rosenberger

- **Vice President**

1. Brian Berkowitz
2. Ronda Cherry
3. Dick Crawmer
4. Bob Rosenberger

- **Treasurer**

1. Mike Leyes (unopposed)

- **Secretary**

1. Jessica McCormick (unopposed)

- **Communications Director**

1. Dave Watt (unopposed)