



Indy Mopar Club News

www.indymoparclub.com

February 2012



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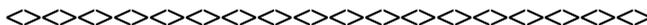
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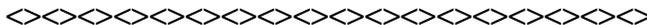
Dave Watt, Communications Director 317.696.6071

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

Next regular meeting: Thursday, February 23, 2012 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.



Welcome to new member **Harold Nelson, Sr.**, Avon, Indiana. He has a 1979 Dodge Magnum XE. We hope to see him soon at a meeting or one of the upcoming events.



My 1968 Super Bee

As most car enthusiasts will tell you, there's usually some point in our lives where we first develop an interest in a particular make or model of car. In my case, it was around the time I turned 10 years of age that I became aware of the fact that not all cars were created equal. My brother, Tom, had already come to this realization, being two years older than me. By then, he had spent a lot of his idle time drawing some pretty good pictures of various cars, including even, (God forbid) some Corvettes.

Dad had been driving Plymouths and Dodges since we were infants and even though we didn't have much money, he always managed to trade the family car in every year or two on a new model. I could tell that this was a bit of an irritant to Mom and perhaps it was one of the contributing factors as to WHY we didn't have a lot of money. I guess she knew long before I did, what it meant to be upside-down on a loan. But anyway, Dad had just traded in his 1963 Plymouth for a brand new beige, 1964 Plymouth Belvedere. As most of us know through our Mopar history, this was the year that "young" Richard Petty had won the Daytona 500 in his 64 Plymouth with the newly-developed 426 Hemi engine. I didn't know much about engine sizes yet but I was keenly aware of the fact that his car looked just like our car and it gave me a real feeling of pride. From then on, I just believed that Plymouths (and Dodges) were the cooler cars and I really liked the way they looked. The fact that they were winning a lot of races just reaffirmed to me that they were the best cars to have.

Fast forward about 6 years and I was given a chance to learn more about cars. Tom's first car (a 1962 Plymouth Savoy) became my first car. It had a transplanted 1968 383 4-speed in it from a Road Runner that he and a friend had installed about a year earlier. I'd like to think that I helped a little with the installation but I was probably more like the water-boy. Being an original 6-cylinder car, it was very nose heavy (sort of like a pig) but it was a real "screamer" on the top end. (I have some good stories about that car but I'll save them for a later date.) Unfortunately for Tom, our dad had decided to drive it to work one Sunday morning when he worked out in the Greenfield area. He had to go in for only an hour or so to feed the lab animals so he took a friend along for the ride. He apparently felt the need to show how fast the car could go and as Murphy's Law would have it, someone pulled out in front of him on U.S. Hwy. 40. I doubt the other guy was expecting a two ton pig to come barreling down on him at such a high rate of speed. It ended up really ugly and although nobody was killed, the day was definitely ruined for a lot of people.

Once the dust settled, Tom's 62 Plymouth was in dire need of a complete front end as well as a new windshield. Of course this was when Plymouth still had 4-wheel drum brakes and a master cylinder of the "single" cylinder variety so braking performance was not a strong point. The car was towed back home and was dropped off in front of our barn. That's where it sat for a couple of months until I agreed to buy it from Tom for the bargain price of \$500.00. I knew then that it was time for me to learn more about auto repairs. It sure helped that around that same time, I was able to follow Tom into a job working at a full-service gas station/garage. Tom and I, and later on, our brother, Jim, all worked at "Bob's Service Center" in Clermont. We learned a lot about cars from Bob throughout our high school years and he even allowed us to work on our own cars after-hours in his shop.

We started out with the basic stuff like oil changes, lube jobs, fixing tires and the state-mandated vehicle inspections and before long, we were doing brake jobs, replacing wheel bearings, water pumps and even disassembling and reassembling engines that needed valve jobs. Over the years, Tom, Jim and I have continued to work together on numerous car projects and I always think back to our younger days and remember how our boss, Bob Lamb had given us our starts in this hobby.

Most of us who enjoy collecting cars have had more project cars than we can realistically handle and the Kelly brothers are certainly guilty of that. As a matter of fact, our brother, Rick has recently declared Tom's garage as the "House of Unfinished Projects". I know that I'm not too far behind in that area and it seems that whenever I'd try to get started on one of my cars, another family issue would come up and I'd get side-tracked once again. It got to the point where I dreaded to stand up at the car club meetings each month, introduce myself and again tell about the project cars that I had and how I still hadn't made any progress from the previous month. I think that Jim and Tom either had pity on me or else were so embarrassed of me that they stepped up and gave me a hand to sort of "kick-start" me again. They both have helped me immensely on a project car that had been collecting dust for about 15 years.

I'm happy to report that my 1968 Super Bee is finally making some real progress! I'd stumbled upon this particular car when I was scanning the antique/classic car section of the newspaper. I've always had a fondness for the 68-70 B-body cars and when I saw this red, Super Bee with an automatic transmission, bench seats and manual steering for sale, I knew I had to go take a look. I really didn't need another car but when I saw that it was originally a hemi car, how could I resist? I didn't waste any time and made arrangements to see it the next day. I drove out to Connersville, Indiana and met the guy who'd owned it for several years but hadn't done anything with it. The car was sitting in a barn, minus its engine and many other assorted parts but the guy did have a 1966 hemi block and most of the internal engine parts. The quarter panels and floor pans were rusted pretty badly but the body seemed to be straight. It was missing a fender, had no front seat and there was evidence that mice had been living in it for some time but after checking the tags and the body numbers, I knew it was a real hemi car and for the \$5,000.00 price he was asking, I felt he was practically giving it away. I put a hundred dollars down on it and asked if he'd hold it for me a couple of days so that I could come back on the following Saturday and get it. Luckily he was an honest guy and kept his word but he told me after I came back that several people had tried to buy it out from under me by offering him more money. I was definitely at the right place at the right time.

After some disassembly, Tom helped me remove the rear tail panel that was badly rusted before I replaced it with one that I'd bought from a swap meet. It too was rusted but at least salvageable. That was just one of the many body panels that my brother, Jim was later, able to save for me. Once the car was further stripped down, it was apparent that one of the previous owners of the car had done some very primitive modifications to the floor pans and frame. He had butchered a hole in the floor pan and transmission cross member in an attempt to make room for some 4-speed transmission linkage.



A large chunk of the cross member was missing completely as was several other sections of the inner fenders and outer frame rail where he'd tried to mount some sort of clutch linkage. It was a mess to say the least. I owe Jim a lot of favors for all of the man hours that he spent welding and patching pieces into that body and frame. I had offered to let him store his R.V. in my pole barn last winter and he said that if I did that, he would let me store my Super Bee in his garage and he would help me work on it during the winter. It turned out to be me helping him occasionally rather than the other way around.



I am naturally proud of him as a brother but his work with sheet metal is really quite impressive. I have a 68 Coronet 4-door parts car that I would cut chunks of metal out of and take it over to Jim's garage and we would then cut and piece them together into the Super Bee. He would then do all of the welding (since my welding looked amateurish) and then either he or I would do some touch-up grinding. By the time the metal patching was finished, the complete trunk floor, the lower parts of both wheel tubs and 3 large sections of the floor pan all had to be replaced. Even the doors and fenders needed sections of rust cut out and we then fitted in small pieces of metal to make them solid again. Jim also did practically all of the media blasting while the shell of the car was on the rotisserie. I handled many of the smaller pieces in my blast cabinet at my garage but again, my labor pales in comparison to his.

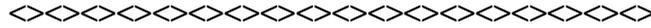
I know he was glad when we loaded it up on the trailer and took it to Tom's garage right after Christmas so that it could be sprayed with some primer.



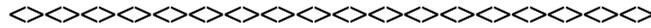
Much thanks to Tom for his work on this aspect of the project. Again, he has more experience in this area than I so I took him up on his offer to do the spraying. A couple of coats of epoxy primer and then a good heavy coat of a buildable primer was just what it needed before I start the touch-up work with a little body filler. I now will spray the fenders, doors and both deck lids at my place because I didn't want to monopolize Tom's time as I had already done with Jim's. I know that there are many more hours of work yet to do and many more

dollars that will need to be spent before this project is completed but I'm tickled to have it this far along now and I'm very grateful to my brothers for all of their help and dedication. I think you can appreciate how much was accomplished, just by looking at some of the photos.

Author~~~~~Dan Kelly



***Editor's Note: My apologies to Dan Kelly if I didn't get the pictures inserted in the proper place/order that he intended them. Jan Peel



INDY MOPAR CLUB MONTHLY MEETING, JANUARY 26, 2012

WELCOME AND SIGN-IN: Sign in was conducted by Jan Peel. President, Brian Berkowitz, brought the meeting to order at 7:00 p.m. All members and guests were asked to introduce themselves. Attending were Brian Berkowitz, Bill Bratton, Ronda & Dennis Cherry, Jack Collins, Dick & Dorinda Crawmer, Rick & Susan Eilert, Tony Fields, Mike Leyes, Jay Mays, Gary, Jessica, and Hayden McCormick, Scott Oller, Jan Peel, Bob & Karen Rosenberger, David Sanders, Ken & Sharon Scobel, Mike Wallace, Dave Watt, and Steve Wisdom.

SECRETARY'S REPORT: Glenda Wallace was absent from the meeting; therefore, no highlights of the November meeting were provided.

TREASURER'S REPORT AND MEMBERSHIP UPDATE: Mike Leyes:

Balance as of December 31, 2011, was \$2271.11. **Income** for December, 2011, was \$1000.00. **Expenses** for December, 2011, were \$1351.23. **Income** for January, 2012, was \$1020.00. **Expenses** for January, 2012, were \$0. **Balance** as of January 26, 2012, was \$3291.11.

Membership: There were 75 members as of December 31, 2011. As of the meeting of January 26, 2012, 34 memberships have been renewed.

COMMUNICATIONS REPORT: Dave Watt:

Dave reported that the model car show raised \$111.28, which was donated to St Vincent/de Paul Food Bank.

UNFINISHED BUSINESS: Brian Berkowitz:

The Club Officers for 2012 were introduced.

President - Brian Berkowitz

Vice President - Dave Sanders

Secretary - Glenda Wallace

Communications - Dave Watt

Treasurer - Mike Leyes

The go-cart event on January 12, 2012, was fun for those who participated, and we may plan to do this again in the future.

All but two sponsor plaques have been delivered (Indy Cylinder Head and Car Arts).

There will be no Club participation in the World of Wheels this year, but Brian encouraged members to attend. The event is February 10-12, 2012.

NEW BUSINESS: Brian Berkowitz:

Indy Cylinder Head show:

Show dates are March 3-4, 2012, at the Blue Ribbon Pavilion, Indiana State Fairgrounds. Six (6) volunteers are needed to watch doors on Friday, from 11-8. Four (4) cars are needed for Club display. Volunteers are needed to man the display tables. A sign up sheet was started. Brian stated that he will update show and membership literature.

Car Shows and dates for 2012:

Fletcher Show is scheduled for May 19, 2012, with same set up as last year.

Westgate Cruise-in is scheduled for September 8, 2012.

Champion Show is scheduled for October 13, 2012.

Other Club events:

We will consider a Spring and Fall Club cruise. Members should think of some locations which might be great for a cruise.

Club shirts:

Votes were taken for style, color and logo for Club shirts. The results are Grey T-shirts, with club logo on front and back in Royal Blue. Brian will order.

Member Profiles for Newsletter:

Jan Peel suggested the expansion of member profiles to more topics than just cars. Those members present liked the idea, and it was approved.

February - Dan Kelly

March - Tony Fields (man cave)

April - Ken Scobel

May - Bob Rosenberger

A motion to adjourn was made and seconded.

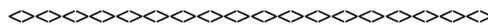
Respectfully submitted,

Glenda Wallace



REMINDER

2012 Dues are payable by January 31, 2012. If you haven't already paid them please send them in to: Indy Mopar Club, % Mike Leyes, 3130 Hardacre Ct, New Castle IN 47362 so that you don't miss out on any of our coming events.



Upcoming Events – *Indy Mopar Club and others***

****February 23, 2012, – *Indy Mopar Club meeting at MCL Cafeteria, 3630 South East Street, Indianapolis***

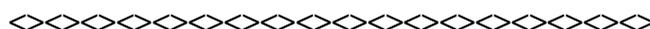
****March 3-4, 2012, *Indy Cylinder Head Show at the Blue Ribbon Pavilion at the Indiana State Fairgrounds.***

****April 25-27, 2012, *Spring Carlisle, Carlisle, PA***

****July 11-14, 2012, *WPC national meet in Kalamazoo, Michigan***

****September 8, 2012 – *Westgate Cruise-In***

****October 6, 2012, Saturday, *Juvenile Diabetes Research Foundation Walk***



Member Birthdays and Anniversaries

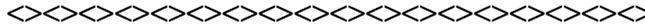


March Birthdays:

Teresa Kelly, 3-2
Estelle Claycomb, 3-4
Mark Fields, 3-6
Michael Markowski, 3-11
Diane Turpin, 3-12
Ken Komlanc, 3-18
Regina Brock, 3-19
Pat Mosier, 3-20
Janet Oller, 3-24
Sue Kelly, 3-29

March Anniversaries:

Preston and Rose Droddy, 3-1
Dick and Dorinda Crawmer, 3-14
Bob and Julia Schonegg, 3-14
Dave and Terry Fishburn, 3-19
John and Brenda Heeringa, 3-24
Congratulations to all!



Tattler's Corner

Guess who was the highlight of the January meeting – none other than our youngest member, Hayden McCormick. the rest of you like it



This is on her 1st birthday. Bring back memories to any of did for me?????



I would appreciate any news about our members that have attended other events and/or have had their cars or stories in other publications. This is your newsletter, help me make it an even better one by sharing this kind of information so it can be published here. You can contact me by E-mail jpeel83719@aol.com or call me at 317-357-5760 or send it to me by mail: Jan Peel, 5128 E Rowney St, Indianapolis IN 46203-3741. (Complaints may also be handled this way. Be gentle when you do this please.)



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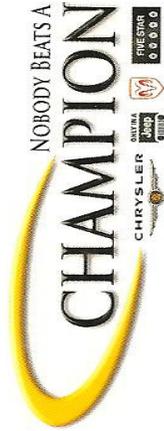
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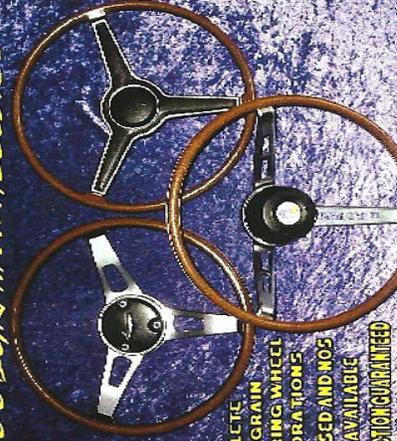
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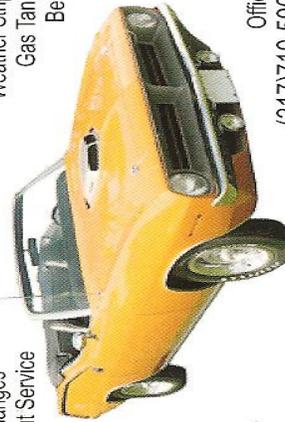


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