



Indy Mopar Club News

www.indymoparclub.com

April 2016



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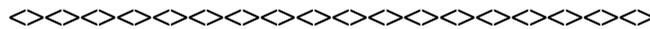
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Meetings are the last Thursday of every month except November & December.

Next regular meeting: Thursday, April 28, 2016 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.



MEMBER PROFILE – HASTE MAKES WASTE

Where to start? This article is car-related, sort of, but it is more a safety lesson, applicable to any situation. Let me see if I can lead you there.

In my previous article I wrote of my first time flying around in a WWII era B25 Mitchell bomber, the “Fairfax Ghost.” One thing I learned real fast was the amount of maintenance and checking required to keep one of these war machines flying. There was always something to be looked after. Every once in a while, we had to do some intensive work but mostly it was light duty. We could legally fly ten persons (two pilots and eight crew) maximum but we never flew with less than two pilots and 2 crew members for safety considerations. We tried to go to ten shows during the season, around the middle of the country. Usually two hours flight time or less was our range to go to shows but we would go further if there was a real good show – like Oshkosh, WI. or Breckenridge, TX.

We usually worked on the plane on Saturdays and/or Sundays as most of the crew had regular fulltime jobs. This week was different because we had done a show the past weekend and did not have time to do our routine maintenance. The crew decided to do the maintenance on Friday so we could go to a scheduled show on Saturday. There was not really much to be done, mostly check and fill fluid levels: 1200 gallons aviation gasoline, 75 gallons oil, and top-off hydraulic fluid. Each of the crew had assigned work areas to look after and it was their responsibility to do it without having to be told. The crew had an incentive to do their jobs right, they also flew on the plane. I had the job of looking after the sparkplugs and ignition wiring. This is no small job and no one wanted to do it. There are two radial engines. Each engine has 14 air-cooled cylinders. Each cylinder has two sparkplugs. So, 56 total plugs. I was constantly checking a plug or replacing one. The work proceeded and everyone had finished their work. I had done my plug work and had buttoned up all the cowling. All in all, we did not have a lot to do to get ready for the upcoming show. The major task was replacing one of the instruments and checking it out – which would require firing up both engines to check for proper function and reading. This job was to be done by our crew chief, Dan, the only one of us a licensed aircraft mechanic. Since we had none of our pilots around, Dan would also start and operate both engines to check it out. The rest of us would just observe.

While we had been working, there was a strong storm coming in from the southwest. It was forecast to be a nasty one, lightning, hail, wind, you know the type. We wanted to get our work done, fire up the plane before the storm hit us. That was the plan anyway. Here is where the lesson comes in to play. When you get in a hurry you are more likely to forget something, and sometimes, what you forget is critical.

The sky by this time was black, thunder and lightning could be seen and heard coming closer and closer. The wind was picking up as the engines were starting up. Warm them up a bit and then throttle-up to near max. Maybe we could beat the rain. Just as the second engine was started, one of our crew, Mark, drove up in his Toyota Supra. With him was another of our crew, Kevin, who painted the “nose-art” on the plane. They were sitting in the car. Kevin asked if it was such a good idea to be sitting in front of the plane, as we normally were parked or standing on either side away from the plane and out of the plane of the propeller when it is operating.

Mark said that was a good suggestion and they proceeded to get out of the car and move to where most of us were standing on the side.

The engines were warmed up by now and were being ran up faster and faster. Then it happened. The plane jumped both chocks and started to roll forward. We kept waiting for Dan to hit the brakes and bring the Ghost to a quick stop but it did not slow down. We could see Dan stomping on the brakes but to no avail. Just as he grabbed the throttles to kill the engines, the left engine prop started to chew up the passenger side of the Toyota. It was shredding the car. Pieces and parts flying off as if a bomb had went off. Just as this was registering in our minds the right engine tore into a giant CO2 fire extinguisher bottle complete with carrier cart and steel braided hoses. The bottle was not damaged but the carrier and hoses were turned into shrapnel. Some of the braided hose damaged the right side of the Ghost while other parts flew and damaged two other vehicles, a Jeep and an El Camino. Luckily no one was hurt. Looking at the Toyota, it was apparent, had Kevin stayed in the car, he might have been injured. The entire incident took less than a few seconds from the Ghost jumping the chocks to the right engine hitting the CO2 bottle. It happened just that fast.



So, what happened? That was the big question. Dan was startled when the plane jumped the chocks because he was under the impression he was holding the plane back due to his feet being firmly planted on both brake pedals. The truth, in fact, was a missing critical step in the pre-flight check. The Ghost was a 43 year old plane at the time and parts were hard to come by. One of the problems we had was we had bad brake seals. When the plane stood around, it would slowly leak hydraulic fluid. We did not have the wherewithal to overhaul the brakes so a fix was instituted. Two valves were installed, one on each side, that would be opened

before flight and closed whenever the plane was not operating. It was a solution that worked well enough as long as someone remembered to turn the valves back on when the plane's engines were to be run. Dan thought the resistance he felt when he was putting pressure on the pedals was due to the brakes actually working holding the plane. The resistance was in fact due to the valves that were both still in the closed position. So when the Ghost jumped the chocks, he was startled enough to cause him to hesitate for just a second before he could cut the throttles. Just that small delay was enough to give the Ghost enough momentum to send it into the car and CO2 bottle.

There was no blame assigned to the incident as all of us knew about the valves but we were in a hurry and everyone must have thought someone else had done it. The brake valve check was not (at the time) on the pre-flight checklist the pilots (and Dan) went by. One of the big questions we all got was, why didn't Mark just move the car when Kevin voiced his concern? Had that been done, maybe, by the same reasoning and action, the CO2 bottle could have been moved out of the way also. The Ghost would have just rolled to a stop or stop it by putting the chocks back in front of the wheels. If it had.

Well we had some work to do to get everything back normal. I'll be very brief here. Getting the Ghost back to flyable condition is a whole story in itself. A quick synopsis. Take off both props. Get props to Rockford, IL to get the prop blades straightened. Get the props back to Kansas City, MO. Check engine for any internal damage due to the sudden mechanical impacts of coming in contact with car and bottle. Put props back on. Repair aluminum skin on right side of plane. Check it all out. When the dust settled, everything was back to where we started. The bill for the props to be straightened was \$8,500.00, money we didn't have. All of the labor was donated by the crew. We had to sell some spare parts and hold a few garage sales to pay the prop bill. We did have a few generous B25 fans donating some money also. We had heard a lot of people didn't think we could do it in as short a time as we did.

It was an expensive lesson for us but it is true: "Haste DOES make waste." Of course the word quickly got around about our incident and, in reality, it was somewhat embarrassing to admit our error. We took it all in stride and marched forward. We discussed it and came up with a face-saving excuse.

Rather than explain our errors, we told everyone that the Ghost had never seen any action during the war. When the Ghost saw the Toyota in front of it, a "Jap" car! It just had to attack. That's why we painted a "kill sign" on the side of the plane. A silhouette of a Toyota over a red & white rising sun just like our fighter pilots would do in WWII when they would down an enemy plane. We got a lot of smiles from WWII vets over that once we told them the story.



Author~~~Bob Rosenberger

From your Indy Mopar Club President:



Well, it's mid-April and the weather as finally decided to turn to Spring, mild temps in the 80s and sunshine...finally!!! Although, I think that just last week we were at 28 degrees in the morning, there was 10 inches of snow in Ohio, this past week end they had 11 inches of snow in Denver, and Houston and other parts of Texas had 21 inches of rain in one day?...lots of flooding. Wow we are really lucky in this area! It can surely be a fickle time of year? Anyway, it is finally a great time here in central Indiana to get those special rides out, blow off the dust and take them for some shake down runs and early Cruise-ins.

I know that The Suds was open this past weekend. Despite the unfinished road, creek and parking lot construction messes, dust and gravel there was a great crowd. All the car crazies have been chomping at the bit to get their machines out and enjoy all those special exhilarating senses. It's beginning to look like the season is here!

Speaking of Cruise-Ins, it is a great time to start our marketing efforts for one of our biggest events, the Fletcher Cruise-In Car Show, July 9th. This event, sponsored by Fletcher CDJR is one of our main JDRF fund raisers. With all the different places we will be going and gatherings that we will be attending, please consider it to be a great opportunity and start passing out our Fletcher brochures. We need to make ourselves and our events well known everywhere and we need everyone to help with this effort.

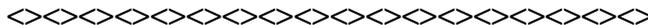
As we all know the 2016 Fletcher show is a couple of months later this year. So we have a little more time than usual. But, as was suggested before, all members please go out to your local retailers and vendors and try and secure at least two or three donations for door prizes and goody bag gifts. If we all get at least two donations each, we can save the Club money and take the burden off just a few persons trying to do the job. We will discuss more about all this at our next meeting. We hope to have a lot of participation in this planning and marketing.

Another special note for our calendar, I just received preliminary information about this year's 2016 JDRF/ One Walk. The walk will take place October 2nd and will start at Victory Field in downtown Indy. I will dig out more info on this and will share it with you at the next IMC meeting April 28th.

As always, I say what great people we have in the Indy Mopar Club. Thanks to all! I'm looking forward to seeing everyone at our next meeting, Thursday, April 28th at 7:00pm!
Till then, drive carefully, be safe and "Mopar or No Car".

Evan Springer
April, 2016

PS. Challenge for everyone... Think about a subject for a short Show-and-Tell at the meetings. We all are interested in little tid bits about ourselves, hobbies or what's new, etc. It is fun for us all! And it is fun to do!



INDY MOPAR CLUB MONTHLY MEETING, MARCH 31, 2016

President Evan Springer brought the meeting to order at 7:00pm.

WELCOME AND SIGN-IN: Sign-in was conducted by Jan Peel. A good turnout of 30 attended: Regina Brock, Mike Bryant, Ronda Cherry, Dick & Dorinda Crawmer, Bill & Randi Edgerton, Jack Hooper, John Hynds, Tom & Teresa Kelly, Ron & Dru Kriech, Ed Leyes, Mike Leyes, Greg McDermott, John Miller, Scott Oller, Dave Opel, Rick Ordo, Jan Peel, Bob Rosenberger, Randy Smith, Evan Springer, Lynn Standeford, Dave Stephenson, Dustin & Monica Stidd, Steve Wisdom, and Rick Zimmerman.

Evan then thanked everyone for coming and welcomed the guests with a special welcome to our new member Jack Hooper from Dallas, Texas. He then had each person give their name and tell how and/or why they joined the Indy Mopar Club.

SECRETARY'S REPORT: Dave Opel

- A. Minutes from March 31, 2016, meeting were presented in the March IMC Newsletter. Minutes were approved as presented with no changes.

TREASURER'S REPORT AND MEMBERSHIP UPDATE: Steve Wisdom

- A. February 25, 2016 Balance \$2,489.25. February 26 and March Income \$410.00. March Expenses \$110.75. March 31, 2016 Balance \$2,788.50.
- B. Steve reported 66 paid members.
- C. Flower Fund Balance 404.68.

COMMUNICATION DIRECTOR REPORT: Randy Smith

- A. Randy reported 198 members on the Facebook Roster.
- B. Randy is looking into revising the IMC Website

MEMBER NEWS, BIRTHDAYS AND ANNIVERSARIES: Ronda Cherry

- A. Member's names and respective dates were read. Congratulations to all.

EVENT CALENDAR HIGHLIGHTS (Newsletter & IMC): Ronda Cherry

- A. May 7 – Cinco de Mopar, 3520 SR 38 E, Lafayette, IN - 11am to 5pm
- B. May 14th – Gateway Classic Car Show, St Louis, MO
- C. May 17-21 – 29th Annual Mecum Auction, Indiana State Fairgrounds.

EVENT ADVERTISING: Ronda Cherry – currently being upgraded

OLD BUSINESS: – Evan Springer:

- A. Amend By-laws – New Constitution & ByLaws were revised as of March 31, 2016 with several changes:
 - 1. Flower contribution – Article X, Section 1 – Tom Kelly made a motion to raise the amount to \$65, Bob Rosenbarger seconded the motion, the motion carried.
 - 2. Steve Wisdom made a motion to accept the new changes made to the ByLaws, Dick Crawmer seconded the motion, the motion carried.
- B. Recap – Indy Cylinder Head Chrysler Performance Trade Show & Swap Meet – Evan Springer
- C. Social Media Upgrades – Randy Smith
- D. Other old Business - None

NEW BUSINESS: – Evan Springer

- A. Update of 2016 IMC Membership applications is being revised with new event dates.
- B. 13th Annual IMC/Fletcher Cruise IN Car Show - July 9th, 2016 – noon to 3:30pm.
 - 1. Event Lead Coordinators – Rick Ordo, Bill Edgerton, and Dick Crawmer
 - 2. Will need members to help collect donations for door prizes, raffle, and goody bags – need letter for donations and/or coupons
- C. DSR Open House Invitation – September 2nd, Riley Hospital fund raiser.
- D. IMC Web Site upgrade discussed and Web Site committee created.
- E. Club Member Profile:
 - 1. April – Bob Rosenberger
 - 2. May – Tom Kelly
 - 3. June – Rick Zimmerman

4. July – Fletcher Car Show

OTHER NEW BUSINESS – Evan Springer

- A. Ideas for future IMC activities – Cinco de Mopar, NMCA Nats., Mopar Nats
- B. Show and Tell – Volunteers for future Show and Tell?
- C. Additional New Business – Members input – none

Motion to adjourn was made by Ron Kriech, seconded by Dick Crawmer, adjourned at 8:15pm.

Respectfully submitted,
David Opel



Member Birthdays and Anniversaries

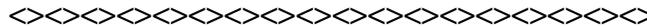
May Birthdays:



- Harry Ewing, 5-7
- Dick Crawmer, 5-11
- Ed Leyes, 5-12
- Nicole Springer, 5-12
- Carla Crask, 5-13
- Xiang Thomas, 5-16
- Glenn Keilman, 5-19
- Steve Wisdom, 5-22
- Mary Leyes, 5-23
- Bill Crask, 5-24
- Mike Leyes, 5-28

May Anniversaries:

- Evan and Nicole Springer, 5-1
- Bob and Xiang Thomas, 5-20
- Steve and Michelle Haug, 5-25
- Bob and Karen Rosenberger, 5-26
- Congratulations to all!

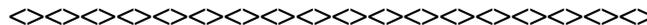


Tattler’s Corner



Although there were **many** funny and interesting tales of how or why they joined the IMC, Jan Peel got a whole lot of “chuckles and downright laughs” when she told her tale of how she joined.

At a mini car show at the Franklin Dairy Queen Jan tried to get this Fabulous lady with the “beautiful tanned legs that went nearly as far up as Jan could reach” to join the Plymouth Owners Club and wound up instead joining the Indy Mopar Club. Ginger, we all love you and your good humor. And I still say you should have been a model. See you all next month. P.S. I hope we’re still good friends.



2016 INDY MOPAR CLUB – EVENT LIST

Jan	28	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Feb	12-14	Fri-Sun		World of Wheels	Ind State Fairgrounds	
	25	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Mar	4	Fri	TBD	Set-Up – Indy Cyl Hd Chrysler Perfor. Trade Show		Evan Springer
	5-6	Sat-Sun		Indy Cyl Hd Chrysler Performance Trade Show	Ind State Fairgrounds	Evan Springer
	31	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Apr	28	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
May	7	Sat		Cinco de Mopar	Lafayette, IN	
	11 – 14	Wed-Sat		Plymouth Owners Club National Meet – Kerrville, Texas – For info contact Jan Peel		
	17-21	Tue-Sat		Mecum Auto Auction	IN State Fairgrounds	
	26	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Jun	30	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Jul	9	Sat	TBD	Fletcher CDJR/IMC Cruise-In	Franklin, IN	
	28	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Aug	12-14	Fri-Sun		MOPAR NATIONALS	Columbus OH	
	25	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Sep	TBD	Sat	TBD	West Gate Chrysler / IMC Cruise-in	Plainfield IN	
	29	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Oct	TBD	Sat	9a-12n	JDRF RUN/WALK	Indianapolis IN	
	27	Thur	7-8p	Indy Mopar Club Monthly Mtg-Halloween	MCL Cafeteria	Evan Springer
Nov	17	Thur	7-8p	Indy Mopar Club Monthly Mtg	MCL Cafeteria	Evan Springer
Dec	10	Sat	5pm	Indy Mopar Club Christmas Party?	Steve Wisdom's Clubhouse 1202 Leisure Lane, Greenwood 46142	Steve Wisdom