



Indy Mopar Club News



www.indymoparclub.com

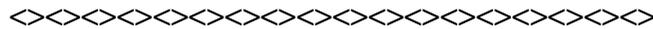
July 2021

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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.

Next regular meeting: July 29, 2021 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



Message from the President:

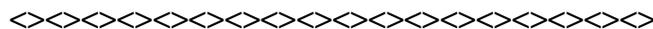
Thanks to all of you who attended the June meeting in Speedway. Glad we found a good option for Big Woods at Brozinni's. They accommodated us the best they could for a last minute situation, due to Big Woods not having their deck open, and that big running race they had going on at exactly the same time. The food was good and the atmosphere up in their covered deck was really nice. Unfortunately the rain came just as we were ready to walk the site, but oh well. We'll discuss the details at the meeting at our usual time at MCL on the 29th, two days before the Speedway show.

I would like to get an idea of who can help to work at the Speedway show. I know several of you told me you'd be attending, but if you haven't told me, please let me know. Bob Davidson will be attending the meeting to discuss his set up for both the Speedway show and the York show. I said to those there that if you can bring a green safety vest, thinking you might be helping in the street, that would be great. The city will help some in the morning and they'll have some police officers coming and going regularly. Apparently a lot of them like the hot cars. I have a large tent (10'x20') I will bring.

The Fletcher show obviously got canceled due to weather and is to be re-held on July 24th, before our meeting. Steve Wisdom and Evan Springer will be handling the event, although everyone knows what their help specific will be at this point. Once again I cannot make that show due to a work commitment. I hope the weather is good, and the attendees will return. We said that parking will be on the new car lot this year, due to the fact that there are not many new cars and trucks available, due to the chip shortage. The only downside to that area is there is no overhang. If someone has a large portable umbrella or tent they can bring that would be great! Hate to see anyone cook out there if it's really sunny.

I believe we've done a good job passing out flyers at several shows and cruise-ins, so let's keep our fingers crossed for the weather and a good turnout!

See you at MCL
Jeff Platzer



Odd Fish (part 1) By: Randy Smith

A 1964 Impala SS is a nice car. Especially if it is black with a red interior, a 283 V-8, and the cool reverberator feature to make the AM sound like stereo. But, it still wasn't the car my father wanted as a 19-year-old in 1967. He really wanted one of the brand new Road Runners that were just hitting showrooms. (Who didn't, right?) But

the price tag on a Road Runner was just a bit too steep. Instead, my father “settled” for the Impala. He liked the Impala well enough, and besides, as I said, a 1964 Impala SS is a nice car.

My father didn’t have the Impala long before my grandfather brought home yet another car. My grandfather was known to frequently get a wild hair and go out and buy a different car. What my grandfather bought was not exactly what you would expect a man in his fifties to bring home. It was a pony car with performance options, a hood scoop, and “chrome reverse” American Racing Outlaw Rims. It didn’t take too much discussion before my grandfather told my father, “Well, why don’t we trade? I like the bigger car.” At first my father was not sure. After all, a 1964 Impala SS is a nice car. But it couldn’t hurt to have a car that’s two years newer, right? That’s how my father, Al, acquired his 1966 Plymouth Barracuda. The fish was quite a sight. It was a Formula S, 4-speed car that came from the factory sprayed in KK-1 Medium Turquoise Metallic. And Al figured, since he, “couldn’t see the right front fender anyway,” ... why not add a tastefully-oversized Sun Super Tach to the top of the dash? The fish certainly looked the part. On a road trip to visit family in Arkansas he stopped at a drive-in. Kids were gathered around the car, trying to peer into the hood scoop to see what was underneath. It was the stock 273 Commando that came with the Formula S until that engine bit it. Al then had the engine bored about 30-over. Al didn’t do anything too outrageous. After all, he still had to drive this thing to work.

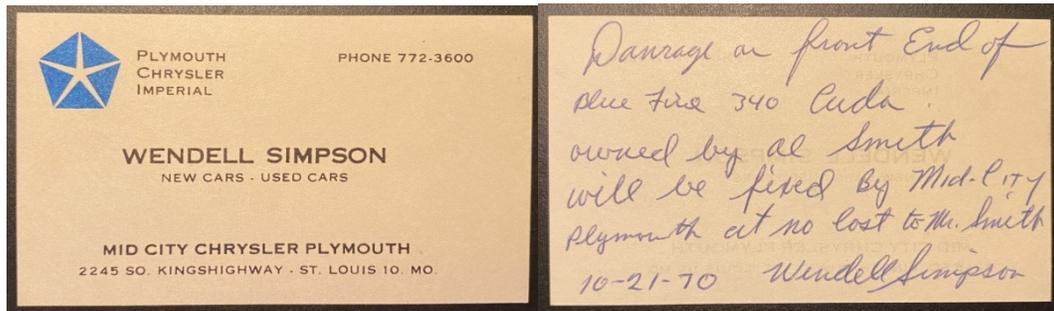
It was one early morning in October 1969 that the first Smith Barracuda ended up totaled, almost taking the Smith line with it. Al was sitting at a red light at an interstate interchange. No one was on the road, except for the guy that Al noticed was coming up behind him in a hurry. Al thought to himself, “This guy ain’t gonna stop,” so he threw it into gear. When he let out the clutch, the tires just spun. The guy nailed the ’66, punting it over the embankment toward the highway. The impact not only blew out the greenhouse rear glass, but it broke the bucket seatback. When Al got his senses, he realized the seat belt was around his knees, which he used to pull himself back into the seat. Once upright, he saw that what remained of the Barracuda was careening toward a cliff. This interchange – like many in St. Louis – proceeded from an embankment to a rock cliff before dropping to the highway. Al grabbed the steering wheel and used it as a lever to pull his body into place to put the Barracuda into gear and apply the emergency brake. Luckily, he stopped short of the cliff. Of course, it turned out that the guy who hit him was fine. Extremely drunk, but fine. The drunk crawled out of his car, which now no longer had a front end. He was covered in blood, and he asked, “You ok?” Like it was no big deal. “Yeah buddy, why don’t you go sit down over there,” Al replied.

Losing the ’66, was pretty devastating to him. But, the fact that Al had recently proposed to my mother, Nancy, added an additional sense of urgency to the situation. He needed a vehicle. Fast. And, since he was now going to be a family man, he thought that he should get a family car. He put together what he could and purchased a pre-owned 1966 Buick LeSabre, 4-door hardtop. ... Let’s just say that experience put Al off of buying used cars for the next twenty-plus years. By April 1969, the first major problems with the LeSabre cropped up. While Al and Nancy were on their honeymoon – headed toward Meramec Caverns, the engine vapor locked. From that point on they were constantly battling the Buick. They ended up taking the bus, carpooling, or driving Nancy’s mother’s two door 1969 Nova. It Nova was not a bad car. It was blue with a black top and a straight six. But it wasn’t their car, which meant that a new car was the first big purchase of their marriage.

Al and Nancy stopped in at the nearby Plymouth dealership to look around. While a big-block car with all the bells and whistles would be a fitting tribute to the ’66, a well-optioned E-Body cost a lot of money and they didn’t have time to special order a new car. Nancy also had to be able to drive the car from day one, and since her stick-shift practice was cut short when the ’66 was totaled. They needed an automatic. Wendell Simpson at Mid-City Chrysler Plymouth said that he could get them a “special deal” on the solution to their problem: a B-5 Blue, black vinyl-topped, rallye package, 340-4bbl ‘cuda. It had a bench seat and a 3-speed Torqueflite column-shift automatic. Add to that the Backlite Louver Package, painted racing mirrors, the

“hockey stripe,” and the elastomeric front bumper, and it all added up to be a bit of an “odd fish.” The options suggested it was a special order car. Perhaps no one came to pick up their order or maybe they returned the car. Perhaps that was the reason for the “special deal.” But Al and Nancy were immediately in love with the car. Ideas about a good “family car” somehow went out the window.

Al and Nancy made a down payment and an appointment to finalize the purchase. They pulled money out of the bank, and readied the Buick for a trade-in (good thing the dealer was close to their house). However, the night before they were to pick it up, someone at Mid City wrecked the ‘cuda on the lot. Wendell Simpson promised to fix the car, writing the promise out on the back of his business card.



Al and Nancy felt like they had been kicked while already down. Skeptically, they checked the car over before taking delivery. Al and Nancy could not tell where any damage had occurred and went ahead and finalized the deal for their new 1970 ‘cuda.

Al and Nancy drove the ‘cuda as a daily driver for years. They recall an early trip to Gatlinburg in the ‘cuda. After someone passed them at 100 mph they later cruised along at a constant 120 mph. Once they had me, it was time to get the “Family Truckster,” a.k.a. a Plymouth Volare wagon. And the ‘cuda became the second car. I recall getting groceries in the ‘cuda with my mother. I also recall a time strapped into the ‘cuda with the lap belt. I could just barely see out the passenger window, and my sister was tethered into a baby seat in the back. Some teenagers in a convertible were wolf-whistling my mother at a stop light. The light turned green and she stomped it, leaving them in the dust. I still laugh every time I think about that.

As I approached 16, I envisioned driving the ‘cuda. But, my parents were concerned about the cost of insurance. They talked about selling it. I asked how much they would want. My father told me that he’d probably ask a couple thousand dollars for it. I had been watching the *Auto Trader* and I knew it was worth at least twice that. I told him as much and offered to buy it for “a couple thousand dollars.” He told me that if the ‘cuda really was worth twice that, then we would keep it. The ‘cuda appraised out at \$4500 in 1992. We immediately had it insured at that stated value. Here is one of the photos we submitted for the insurance.



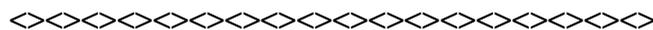
It certainly was a cool piece of machinery for a brainiac band geek to drive in high school. Other guys in my school had to pay it respect because when it came time to “put up or shut up,” the ‘cuda schooled all those early ‘90s 5.0s and Z-28s. I drove the ‘cuda daily until premium gas reached \$1.25/gallon (wouldn’t that be nice today!). Then, the octane and lead additives combined with the 8 mi/gallon on the highway outpaced my Steak ‘n Shake income. I had to find a different daily driver. I only drove the ‘cuda on special occasions and to car shows. The rest of the time it sat in the back of the garage. Of course, when I went away to college the shows became fewer and farther between. And, the ‘cuda suffered from lack of use. I recall replacing the alternator, and repeatedly jumping the car just to take it to shows. I recall one particular show that a buddy and I went to. He brought his 1966 Mustang and I brought the ‘cuda. After the show I couldn’t get the ‘cuda started. The mustang didn’t seem to have enough juice to turn over the ‘cuda’s 340. A guy in a Ram truck offer to help me jump it, but we couldn’t get it to turn over. I ended up calling my father to come help out. He brought the most recent “Family Truckster” – a 1990 Plymouth Grand Voyager – and when he turned the key in the ‘cuda it turned right over. I thanked him and went to get back in the car. He told me with a smile that if he had to come jump the car, then he got to drive it home. I got to follow in the minivan. To add insult to injury, ... on the way home a young punk kid in a 5.0 Mustang pulled up next to my father at a light. The kid revved his engine. And there, right before my eyes, my father let the kid have it when the light turned green. I sat there in the minivan half despondent and half cheering my father along.

When I went even further in my education and further away geographically, the ‘cuda was barely driven. Here is a picture of me one of the last times that I drove the car, sometime around 1998.



In 2002 I returned to St. Louis from Chicago, bound and determined to get the ‘cuda running so that I could take it to car shows again. A buddy and I swapped out the battery, the plugs, the distributor, the oil, etc. It turned over and idled really rough, but it was breathing again. Then, I noticed gas spewing out from underneath the carburetor and pooling on the intake manifold. Disgusted, I shouted, “shut it down!” We pushed the ‘cuda to the back of the garage. I was not sure what I would do with the car next. I was in a bit of a jam. I lived too far away to fix it myself, and couldn’t afford to have it fixed by someone else, or shipped hundreds of miles away. People told me to sell it. But, while you might call it an “odd fish,” we call this ‘cuda “family.” ... To be continued ...

Author~~~~~Randy Smith



Indy Mopar Club Meeting Minutes Meeting June 24, 2021

WELCOME AND SIGN-IN:

The meeting was called to order at 7:00 pm by our President Jeff Platzer. Those attending were Jeff & Debbie Platzer, Ronda Cherry, Dick Crawmer, Bill & Randi Edgerton, Rick Kelly, Tom Kelly, Mike Kohout, Dave & Donna Opel, Bob Thomas, Jay Williamson, Steve Wisdom, Rick Zimmerman and guests Chris & Kimberly Clark.

Introduction of Members and guests by Jeff Platzer.

Secretary Report – Dave Opel

Report given as printed for May 27, 2021 meeting were presented. They were approved as given with no corrections.

Treasurer’s Report – Steve Wisdom

- A. May 27, 2021 balance was \$3,062.99; June income was \$0.00; June expenses were \$707.43; June 24, 2021 Balance \$2,355.56. Flower Fund \$229.65.
- B. 58 Paid Memberships

Communication Director Report - Randy Smith - Absent - Report given by Tom Kelly

Car shows for Fletcher, York, and Indy's Fastest Street Cars are on the Indy Mopar Club website.

Member Birthdays & Anniversary dates - Ronda Cherry

July report was given with congratulations to all

Event Calendar - Revised in Newsletter by Tom Kelly

- A. June 24 - Indy Mopar Club Meeting - Big Woods Restaurant - corner of 10th & Main Street, Speedway
- B. July 10 - Fletcher Chrysler/IMC Cruise-In - Franklin
- C. July 31st - Indiana Fastest Street Cars

Event Advertising - Jeff Platzer

- A. Brochures were given to those in attendance for distribution.

Attendance - Ronda Cherry

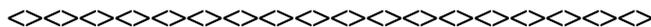
- A. Attendance was taken by Ronda

Old business - Tom Kelly

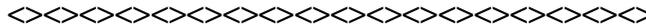
- A. Club Member Profile
 - 1. June - Tom Kelly - thanks for the great story
 - 2. July - Randy Smith
 - 3. August - Mopar Nationals - Tom Kelly
 - 4. September - Need a volunteer
- B. June meeting - Big Woods Restaurant, 10th & Main Sts. Speedway was changed to Brizinni's with walk by members following meeting.

New Business - Jeff Platzer

A. Confirmation of volunteers for Fletcher and Speedway Indy's Fastest Cars shows.
 Dick Crawmer made a motion to adjourn the meeting, Bob Thomas seconded the motion, the motion carried.
 The meeting was adjourned at 8:05pm
 Respectively submitted - Dave Opel



****Note from Dave Opel:** I hope all had a safe 4th of July!!!



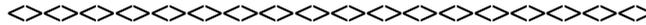
August 2021 Birthdays:

Dorinda Crawmer, 8-5
Stephen Claycomb, 8-11
Sam Willard, 8-14

August 2021 Anniversaries:

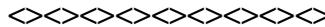
David and Donna Opel, 8-1
Carlton and Regina Brock, 8-11
David and Cindy Sanders, 8-14
Chuck and Linda Butler, 8-23

Congratulations to all!



Tattler's Corner

Interesting (to me and certainly not earth shattering) statistic for the Indy Mopar Club: We have some male members with the same first name: 6 Dave/David; 4 each Bob & Rick; 3 each Jim & Mike/Michael & Steve/Stephen; 2 each Chuck & Ed & Jack & Jeff/Jeffrey. For the women: 3 Sue/Susan; 2 each Ann/Anna & Cindy/Cyndi & Donna & Jan/Janet & Mary & Patricia.



From your Editor - Jan Peel

As I write this on Sunday July 25 (I know it is late - due to various problems) the IMC/Fletcher Open Cruise-In is over. I only managed to receive one picture so far of the show. Tom Kelly was directing traffic and this '71 340 Demon came through. Tom couldn't resist getting the picture.



Jan	28	Cancelled	Thurs	7-8p	Indy Mopar Club Monthly Mtg	Cancelled	MCL Cafeteria	Jeff Platzer
Feb	25	Cancelled	Sun Thurs		WPC Winter (Mopar) Swap Meet Indy Mopar Club Monthly Mtg	Rescheduled Feb 6, 2022	Macomb College Detroit MCL Cafeteria	Dave Watt Jeff Platzer
Mar	5 6-7 25		Fri Sat-Sun Thurs		Indy Cyl Hd Show Set-up Indy Cyl Hd Chrysler Performance Trade Show Indy Mopar Club Monthly Mtg	TBD	Ind State Fairgrounds MCL Cafeteria	Ronda Cherry Jeff Platzer Jeff Platzer
Apr	16-18 29		Fri-Sun Thurs		O'Reilly World of Wheels Car Show Indy Mopar Club Monthly Mtg		Ind State Fairgrounds MCL Cafeteria	Jeff Platzer Jeff Platzer
May	13-14 14-22 27		Thur-Fri Fri-Sat wk later Thurs		FAST-Pure Stock Drags - US 131 Motorsports Park - Martin, MI Mecum Collector Car Auction Indy Mopar Club Monthly Mtg		IN State Fairgrounds MCL Cafeteria	D Watt/M Leyes Ronda Cherry Jeff Platzer
Jun	4-5 16-20 24		Fri- Sat Wed-Sun Thurs		No Prep Kings Norwalk Raceway Park Plymouth Owners Club National Meet Indy Mopar Club Monthly Mtg		Columbus OH Springfield, IL Speedway-Big Woods Restaurant	Jeff Platzer Tom Kelly-Jan Peel Jeff Platzer
Jul	10 9-11 7-28 - 8-1 29 31 31	Rescheduled to 24th	Fri-Sun Tue-Sun Thurs Sat Sat		Fletcher Chrysler - IMC Cruise-In Carlisle Chrysler Nats National DeSoto Club National Meet Indy Mopar Club Monthly Mtg Indiana's Fastest Street Car Show-IMC Cinco de Mopar-Car Show 9 Irish Bros-East		Franklin, IN Carlisle PA Brookfield, WI MCL Cafeteria Speedway IN Lafayette, IN	Evan Springer Dave Watt/Tom Kelly Tom Kelly Jeff Platzer Jeff Platzer Tom Kelly
Aug	1 - TBC 4-8 13-15 21- 21- 26		TBC Sat Wed-Sun Fri-Sun TBV Sat TBV Sat Thurs		Indiana's Fastest Street Cars Walter P Chrysler Club National Meet MOPAR NATIONALS-Nat'l Trails Raceway Columbus (Hebron) OH Woodward Dream Cruise (week long lead up) Spring Mill St Park-Vintage Trailer Cruise Indy Mopar Club Monthly Mtg		Speedway, IN Auburn Hills, MI Columbus (Hebron) OH Oakland County MI Mitchell IN MCL Cafeteria	Jeff Platzer Tom Kelly Tom Kelly Jeff Platzer Tom Kelly Jeff Platzer
Sep	3- 11 13-17 17-18 23-26 30 TBD	TBV	Fri Sat Mon-Fri Fri-Sat Thu-Sun Thurs Sat		DSR Open House-Car Show York Chrysler / IMC Cruise-in Airflow Club of America 57 th National Meet Pure Stock Muscle Car Drag Race NMCA Race-Show Indy Mopar Club Monthly Mtg JDRF RUN/WALK – Victory Field Baseball Stadium - Indianapolis IN		Brownsburg, IN Plainfield IN Independence, MO Stanton MI Lucas Raceway (IRP-Clermont) MCL Cafeteria	Evan Springer Chuck Butler Tom Kelly D Watt/M Leyes Dave Watt Jeff Platzer Steve Wisdom
Oct	28		Thurs	7-8p	Indy Mopar Club Monthly Mtg Nominations for 2022 Officers		MCL Cafeteria	Jeff Platzer
Nov	18 20-21		Thurs Sat-Sun		Indy Mopar Club Monthly Mtg NOTE: 1 week early because of Thanksgiving - Election night for 2022 Officers Muscle Car and Corvette Nationals show		MCL Cafeteria Rosemont IL	Jeff Platzer Tom Kelly/Dave Watt
Dec	11	TBV	Sat	4p	Indy Mopar Club Christmas Party NOTE: NO DECEMBER MEETING AT MCL		Steve Wisdom's Clubhouse 1202 Leisure Lane, Greenwood 46142	Steve Wisdom

Local Cruise-Ins (Reoccurring)

May thru Sept	5-9pm	Danville Cruise-In 1st Friday of Month	Danville IN Town Square	Tom Kelly
TBV	6-9pm	Lowes Summer Cruise-in - Every Sat Night	Avon IN US 36	Jeff Platzer
TBV	TBV	Mooreville Cruise-in / TBV	Mooreville IN	Dick Crawmer
TBV	TBV	The SUDS Cruise-in / TBV	Greenwood IN	Evan Springer
TBV	TBV	Martinsville Thursday Cruise on the Square	Martinsville IN	Dick Crawmer