



Indy Mopar Club News

www.indymoparclub.com

August 2011



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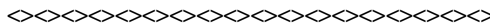
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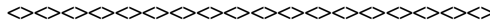
Meetings are the last Thursday of every month except November & December.

Next regular meeting: **August 25 Meeting:****** The August meeting will be at Masterpiece Classic Cars (675 N. U.S 31, Whiteland, IN 46184). Food and drinks provided by the club at 6:30 and the meeting at 7:00. General cleanup after the meeting is expected. We have a good amount of seating available but may need a couple extra chairs, so if you can throw a folding chair in your trunk we may need it. Please RSVP me at bberkowitz@indy.rr.com by August 5 so we can get enough food. I hope you all can come.

Brian Berkowitz



Welcome to new members **Marshall & Evelyn Ferguson**, Indianapolis, 1972 Dodge Crestwood Station Wagon.



2011 Mopar Nats – Reported by Brian Berkowitz

Just wanted to let our club members who were unable to attend this year, we were well represented at the event. We set up several tents together to make our own little Indy Mopar Club area. This year’s weather for the most part was fantastic. The cars were looking good and I think we all had a good time. The cruises were interesting also, I am sure a few tires were completely used up on Friday and Saturday evening! On a personal note, I drove the Duster over this year with no issues. I also recruited a co-pilot for the trip, Corbin Sanders (Dave’s son). I think we both had fun and for the most part his music selection was good and he kept the pilot stocked with drinks and snacks! And except for about 30 minutes on the way home he stayed awake, by the way a cool way to wake up your co-pilot is to hit the brakes and yell “OH MY GOD!” Although Corbin was not as amused as I was at this. Hope the Monster Mopar Weekend is as fun.



Member Profile

Scott Oller



I live south of Indianapolis in Greenwood. My wife Jan and I moved here in April of 2003. I currently work for General Motors at an engineering facility in Castleton. My job is involved with testing and R&D work on automatic transmissions for heavy duty diesel pick-up trucks. Jan was ordained as an Episcopal priest in January 2010. She just finished her training as an Episcopal Chaplain at the University of Mississippi in Oxford, MS.

Louisville, KY is my home town. I lived there from 1958 until moving away in 1992. As I was growing up, my dad and I would go to several different local sporting events. The ones I liked the most involved some form of auto racing. Any kind of a racing car was just so interesting to me.

When I was a senior in high school I had a part-time job washing dishes and mopping floors. With my parents' approval and money from my job I built a hobby stock race car to run at the Fairgrounds Motor Speedway, a local quarter mile track that is no longer in existence. I spent a lot of my spare time and effort working on my race car. My dad said he was happy with that since he knew I was working in the garage and not somewhere else getting into trouble.

My interest in auto racing set the course of my life. My dad's cousin was into drag racing. I liked to go to his shop to hang-out and help when I could. He would coach and mentor me on building engines and life in general. He recommended that I take a job as a machinist so that I could learn the basics of mechanics. That was some of the best advice I ever received from anyone. I was able to get a job with General Electric in Louisville as a tool and die maker apprentice. I served out my 4-year apprenticeship and then continued to work as a journeyman tool maker until the fall of 1989.

It became clear to me that if I wanted to pursue auto racing as a career, I would need more than my machinist and fabrication background. I quit my job, took what savings I had and enrolled full-time into mechanical engineering school at the University of Louisville. I graduated from Louisville and then moved to Arlington, TX for a master's degree at Texas-Arlington. My professor introduced me to Buddy Morrison of Reher-Morrison Racing Engines. I started working/volunteering part-time at their shop. I graduated from UTA in December 1994 and was hired by Reher-Morrison to work on their NHRA pro-stock drag car for the 1995 race season.

In December 1995 I started at Honda Performance Development in Santa Clarita, CA. I worked on race engine development for their CART series racing program. I met Jan while living in California. We were sitting next to each other on an American Airlines flight from LA to Dallas. We started talking, exchanged business cards and were married 19 months later in June of 1999.

I suppose working on racing engines wasn't enough cars for me. I got an urge to buy an old car to restore. In July 2000 I bought a 1937 Plymouth P4 business coupe to restore. I joined the Plymouth Owner's Club a month or so later. As many of you know, I am still working on the '37 some 11 years later.

A career opportunity opened up for Jan early in 2001. I was ready to take some time off from racing and work on my '37 Plymouth. We moved to Plano, TX which is a few miles north of Dallas. Engineering jobs were a bit hard to find at the time. I took a 6 month 'sabbatical' to work on our new house, garden and the '37. I enjoyed the time very much. It let me know that retirement will be absolutely wonderful. I eventually took a job with Stanley Tools. The factory made wrenches, ratchets and sockets. I worked there as a manufacturing engineer in charge of broach tooling. It's strange how life runs in a circle sometimes. This was another example of how my tool and die making experience paid off again.

One day Jan mentioned she heard that the Texas Motor Speedway was hiring part-time people to work during the different race weekends. I applied and was hired as a security guard to work in the garage area. That was great since I got to be up-close to the race cars, teams and drivers. During one of the IRL events a friend of mine told me that John Menard's engine shop in Indy was looking for an engineer. By then I had the itch to get

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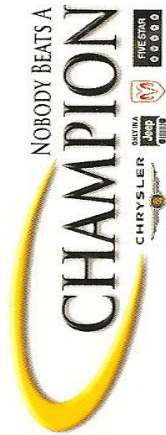
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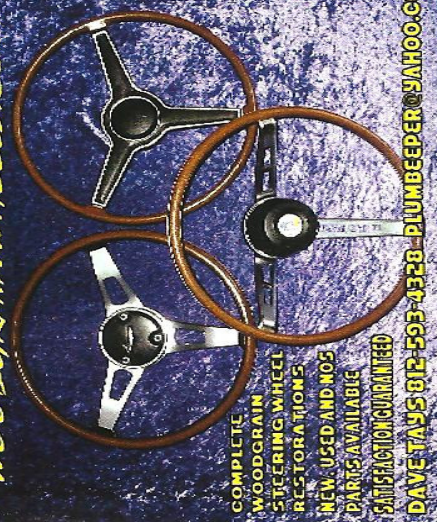
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