



OVERDRIVE

Aug., 2003

Official Newsletter of the
Central Indiana Austin Healey Club

Vol2003 Iss7

CIAHCA AT CONCLAVE 2003

Craig and Sue Rice acquire another show award



Above: Ruth Buis waves after each lap, then puts her foot down in the Conclave Autocross

Photo: Jim Frakes

A small, but intrepid group of CIAHCA members braved the sweltering heat of summer in the D. C. area June 25-30 for Conclave 2003. Craig and Sue Rice, Dick and Ruth Buis, and Jim Frakes had a great time meeting other Healey owners and friends, such as Jim and Karen Richmond now from Texas.

A full calendar included the normal Popularity and Concours shows, receptions and award dinners, model races, and driving events, in addition to special events taking advantage of the unique offerings of the D. C. area: a twilight driving tour of the capitol monuments, visits to White Post Restorations and Mount Vernon, and a cruise and champagne brunch on the Potomac River. Craig and Sue Rice's beautiful Spruce Green 100 won its class in the Popularity show. Craig joined the Buis' taking his turns around the

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Special Reminders

Next Meeting: Aug 19, Lone Star Steakhouse, 5116 W 38th, 293-9095, social at 6:30 pm

Lemon Creek Winery: NIAHCA event, Sept 5-6, near Berrien Springs, MI, info available

British Car Days: IN Br Car Union event, Sept 12-14 in conjunction with Mount Comfort air show, forms available

SE Classic: Sept 18-21, Little Switzerland, NC

Fall Roundup: Sept 26-27, Dayton Area

Indy Fest: "Return to Zionsville", Oct 10-11, NW Indianapolis, forms available

Register for *Indy Fest* NOW !!!

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Clubs are all about people and ours is a perfect example of really great people. Weekend before last, the rehab hospital decided to release Doug at least a month ahead of what we expected. We were not ready with the house improvements, but Gene Marinacci and Ron Francis came to the rescue. Thursday-Sunday, they removed the vanity, widened the doorway and replaced the ceramic tile. They built a raised platform from the main house and a new ramp in the garage that provides ready access to the house. The Healey Hallway closet became a five foot shower and, with a little plumbing and electrical help, we were ready for Doug on Wednesday. Thanks, Gene and Ron, I couldn't have done it without you. Doug is home and goes to outpatient rehab three times per week in Carmel.

Last weekend, a group of lively helpers showed up at Jim Bush's country estate (a really nice, secluded place with some very nice landscaping and flowers and plenty of good garage space) to assist with his Bugeye. Some were there to observe and learn, but all wanted to help. And that's what the Central Indiana club is all about, the willingness to help each other.

July events included the Cincy Brit show, which we attended, and the Dayton British Car Day at Eastwood Lake attended by Ron Francis, Grover Knight and Bob Haskell. Ron took first in 100's and Best of Show. Cincy's venue in Edgewater Park is shaded, providing a great escape from the July sun. Jon Monies won 1st in the Bugeyes, and Ron placed in the 100's category against some very impressive cars including the first show for Bill Fryrear's restored 100. Congratulations! The drag strip attracted a few, as it does each year. Leroy Joppa brought his freshly restored Nasty Boy, "Weird Willie," and always fun is Hazel Klein in her purple Bugeye.

This past weekend, twenty eight Central Indiana members enjoyed the first ever Healey Progressive Dinner. The Haskells provided a very good variety of appetizers. So good, we cleaned it all up like little kids. Next stop, the main course at the Switzers'. Wine, provided by Roy Bowman, topped off the nice salad, spaghetti and meatballs and French bread. After some relaxing and good conversation, we headed for the Storrs' where Dick and Sherry had prepared fruit compote, two kinds of pies and wonderful cookies, topped off with good fresh coffee. With our tummies full, the only thing left was a good team Funkhana game of charades. Six teams were given a vehicle item to portray. Without speaking the name of the object, their presentation had to portray the object. Voting was by popularity on the basis of humor, presentation and originality. Thanks to Jo and Jim Switzer for their organization of the event. Everyone had fun and enjoyed it tremendously.

Jim



Left: Herb and Sandy Taylor bear down in the July26 Whiteland Go-Karting. **Right:** Jim Burns threw his hat in the ring (accidentally) but has retrieved it, amusing Dick Buis. Thanks to Dick's coordinating, the event was also attended by Bob, Melanie and Tim Haskell; Jon Monies; Joan Wright; Rick, Sherri, Johnathon, Daniel and Ruth Buis; Allen Hunt and nephew Ayra; and David Broyles. Dinner nearby followed the karting fun.

Photos: Bob Haskell

July Meeting Minutes

Date: July 15, 2003

Place: Lone Star, 38th St

Attendees: Ruth and Dick Buis, David Broyles, Bob & Melanie Haskell, Craig & Sue Rice, Jim Frakes, Dick & Ruth Buis, Roy Bowman, Jim Bush, Don & Mary Goodrich, Brent Porter, Bruce & Charlene Gillham, Jon Monies and Joan Wright

After a social hour, Jim Frakes called us to order at about 7:35 pm. The agenda followed was:

Opening Remarks - Jim informed us of the sad news that Karen Richmond's father had passed away. He also briefly described some of the events of Conclave 2003 and other recent area Healey happenings (see p 2).

June Meeting Minutes - were approved as published in *OVERDRIVE*. However, the date for the July Whiteland go-kart event is July 26, not the 19th as stated in the minutes.

Treasurer/Membership - Craig Rice reported that Fred Southworth from Terre Haute is a new member and that we still have several shirts and patches left for sale.

Delegates Report - Craig represented us in Jim Switzer's place at the July national meeting and discussed some of the issues raised at this meeting.

Calendar and Events -

- The Club's Whiteland go-karting event is July 26
- Jim Bush is holding a tech session for his Sprite on Aug 2
- Jim Switzer reminded us of the Club's progressive dinner on Aug 9. Appetizers at the Haskells at 4:30 pm, followed by salad/entrée at Switzers and dessert at Storrs
- September is a busy month with several events including Lemon Creek, IN British Car Union's weekend, the SE Classic and the Dayton area Fall Roundup

We then adjourned at about 8:45 pm.

Conclave from page 1

Autocross driving course at the Summit Point Raceway. Jim Frakes was busy serving on the BJ7/BJ8 Concours judging panel when not taking dozens of terrific photos. More evidence of Jim's camera prowess can be seen on the AHCA's website, www.healeyclub.com by clicking onto Conclave 2003.



At the Popularity, the Rices exchange Healey conversation



The Buis' enjoying their BT7

Photos: Jim Frakes

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Craig Rice leans hard in the Autocross



The Potomac cruise provided unique perspectives
Imagine, it originally was a swamp !



A great view of Mount Vernon.

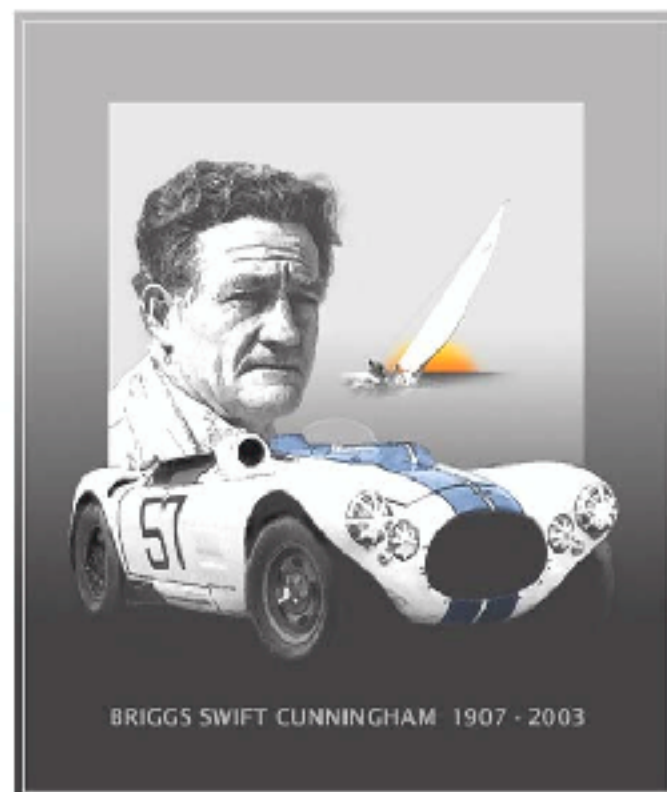
George might have been proud
to have Healeys on the green.

Photos: Jim Frakes

"How do you make a small fortune in racing? Start with a large one!"

Briggs Swift Cunningham, II, the American road racing icon and sportsman, died July 2, 2003 of complications due to Alzheimer's disease. He was 96. A world class yachtsman and scratch golfer as well, he was the son of a wealthy Cincinnati financier who was an early investor in a venture to produce a floating bar of soap invented by a couple of young men named Proctor and Gamble. He was instrumental in the forming of ARCA (the American Racing Club of America), and joined the SCCA (the Sports Car Club of America) very early on. Running a creation of his own called the *BuMerc*, a combination of Buick engine/chassis covered by a SSK Mercedes body, he finished 2nd overall in the 1948 road race at Watkins Glen.

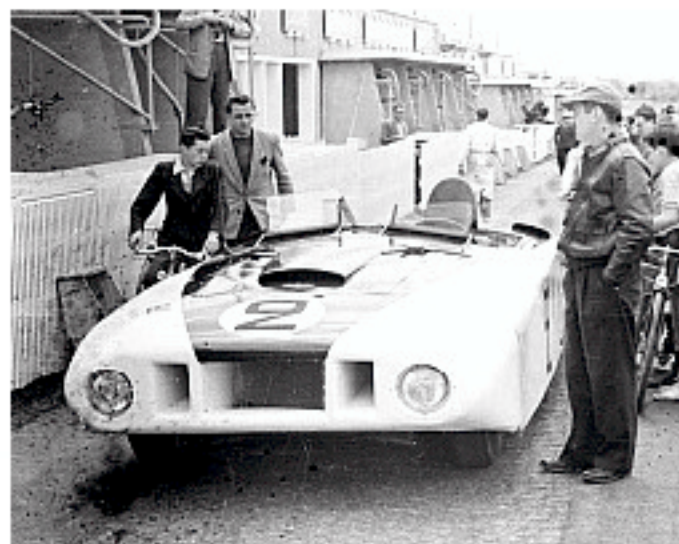
In 1950, he began his quest for the overall win at the 24 Hours of Le Mans by entering an essentially stock Cadillac sedan, driven by himself and Phil Walters, and an aero-designed Cadillac powered special called *Le Monstre* by the French (**lower left**) because it shook the ground and spewed flames out the back at night,



driven by his long-time friends, the Collier brothers, Sam and Miles. The cars finished a respectable 10th and 11th, respectively. Encouraged by these results, he set about developing an American designed series of sports cars, marrying our big V-8 power with light European style bodies and chassis, which could effectively compete with the best Europe had to offer. Recognizable with a distinctive color scheme of over-all white with blue racing stripes, the most successful of these was the Cunningham C-4R (**upper-left**). Featuring a Chrysler Hemi V-8 with Weber carbs, he and Bill Spears in 1952 finished 4th at Le Mans, with Briggs driving 20 of the 24 hours himself. But back in the USA, the C-4Rs won several sports car events, including the 1953 12 Hours of Sebring, with the team of Walters and John Fitch driving. His C-4R is considered the inspiration behind the Corvette, Cobra, Panoz and Dodge Viper designs.

Although the B. S. Cunningham Co. ceased operations in 1955, due to the economics of attempting to manufacture a very limited number of cars and an unfavorable tax ruling from the IRS, he continued to field sports car race teams using the best available cars from other manufacturers, including D-type and E-type Jaguars, Lister-Jaguars, OSCAs, Corvettes, and Tipo Maseratis. His team cars won several SCCA season championships, including a 1954 F Modified title by himself driving an OSCA, and he employed such world class drivers as Fitch and Walters, Walt Hansgen, Sherwood Johnston, Bob Grossman, Dick Thompson, Bill Kimberly, Sterling Moss, Roy Salvadori and Jack Brabham.

In the late 1950s, he did not enter any of his teams at Le Mans. In 1958, however, he commissioned the construction of a new 12-meter class yacht *Columbia* for the to-be-revived America's Cup (after a 21-year hiatus). *Columbia*, which he captained, was chosen



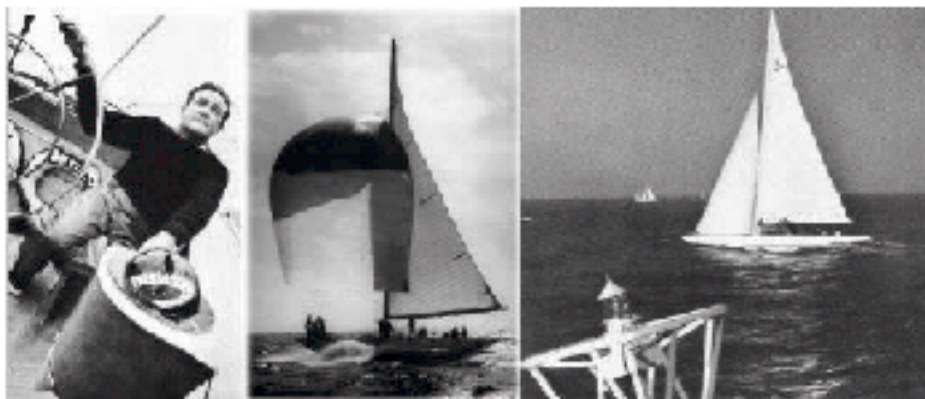
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as the Cup defender, after a grueling series of trials, by the New York Yacht Club. Columbia then successfully defended the Cup by quickly dispensing with Sceptre, the British challenger.

Continuing to maintain a full presence in American sport car racing during the late 50s, he returned to Le Mans with a team of Corvettes in 1960 and raced there until 1963. Contemplating retirement from active sports car racing in 1966, he and his wife Laura decided to open a museum in California to house many of the most significant cars in his collection, including several of his own Cunningham models. It remained open for 22 years, after which he sold the entire collection intact to his friend, Miles Collier, for a reported cool \$20 million!

The 1960 Le Mans was memorable, not just because it marked the return of a competitive Cunningham team, including three Corvettes, but for the following example of Yankee competitive drive and spirit inspired by Briggs Cunningham himself. Bob Grossman, co-driver of the last remaining of the three Corvettes in the race described it:

The car required frequent pit stops ... once every hour and a half because we had the biggest engine, a real gas guzzler. When I took over for the final run, Fitch said, "Watch the temperature; it's creeping up." No sooner had I taken the wheel, the temperature gauge pegged. Le Mans has a lot of rules ... you can't add fluids unless you are at a scheduled stop for gas, so I had to find a way to finish. It was my job to do that- imagine the whole \$million effort, 50 people involved, and not even finishing. I would stop every few laps; the crew had some dry ice which was being used to keep the Cokes cold ... they'd pack some ice around the head and I'd be off. It was like walking on eggs, but I brought it home. I won the GT class (and finished 8th overall) just as the engine gave out, a very dramatic finish. There were a lot of American GIs at that race; we had more attention than the winners !



Left: Briggs and the Columbia
Lower left: The E-type Jag Briggs and Roy Salvadori drove to 4th overall at the 1962 Le Mans
Lower right: Part of his collection, this Bugatti Type 41 *Royale* was valued in 1987 at between \$8 and \$14 million. Only a half dozen of these 21-ft long cars were ever made.

*Sources: Driving Le Mans by Bob Grossman
Briggs Cunningham Biography by Phil Allen*



CIAHCA Calendar

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August 2003

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----------|-----|-----|-----|----------|
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

Aug 9 Progressive Dinner
Aug 19 Club Meeting

Sept 2003

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
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| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

Sept 1 Labor Day
5-6 Lemon Creek Winery
12-14 IN Br Car Union Car Days
16 Club Meeting
18-21 SE Classic
26-27 Fall Roundup

Oct 2003

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----------|-----|-----|-----------|-----------|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

Oct 10-11 **INDY FEST** !!!
21 Club Meeting