



February, 2010

Official Newsletter of the Central Indiana Austin-Healey Club Vol2010 Issue 2

# Overdrive

## From the President:

In these cold dark days at the end of January, it is difficult to be thinking of driving your Healey. But Spring is just around the corner; is your car ready? Think back of what little niggling items that bugged you on your last trip. The door that would not stay open? Maybe it needs a new friction disc or just an adjustment. That rattling exhaust? The choke that keeps sticking? Have your tires seen their last birthday? Whatever's bugging you, now is the time to get ready, and don't forget to order that part you might need. Is your Christmas gift card burning your pocket? Mine are and I know just where to put all three of them. Several suppliers, including Moss ([www.mossmotors.com](http://www.mossmotors.com)) and Little British Car Company ([www.lbcarco.com](http://www.lbcarco.com)) are holding price discount specials right now. In many cases, LBC even gives a discount from Moss prices. Of course our personal favorite is [www.healeysurgeons.com](http://www.healeysurgeons.com). Inan knows what you need and ships same day in most cases.

Speaking of Spring, Blue Grass Austin Healey has already sent out registration forms for their annual get together. If you have not received one, go to <http://www.bluegrassclub.com/> and click on the Makers Mark on the left side. May 13-16<sup>th</sup> will be the Bourbon Trail Part Two. A registration form can be accessed from the site.

Since we are on web sites, check-out [www.healey6.com](http://www.healey6.com). John Sims has incorporated the information formerly on Jim Werner (BGAHC) web site and added a lot more. Click on technical for a multitude of technical tips from throughout Healey Land.

January's planning meeting was a success with many traditional and a few new items added to our agenda. We have four drive planners working on drive routes and dates and several social parties as well. Please read our minutes provided and check out the calendar to find all of the events for Central Indiana AHC in 2010.

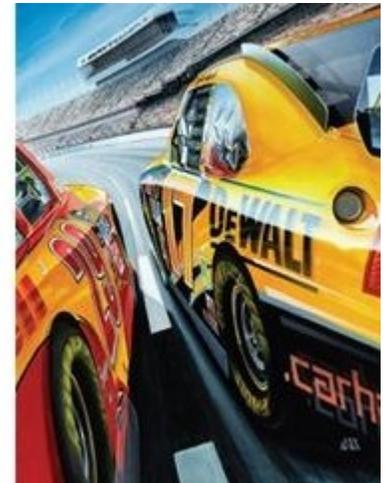
Don't forget to register for conclave 2010 in Galena

Illinois. A show of hands indicates our largest group ever will be driving to Galena. This is the closest Conclave to our home base over the next four years! Don't miss it.

Jim

## Next Event

Jim and I would like for you to come Sunday, the 14th, for the Daytona race and Chili Cook off. Please RSVP to me (it helps a lot to know how many) before Friday the 12th. The race starts at 1 PM. If you have questions please call me.



Hope to see you here,  
Jo (and Jim) Switzer  
[joswitzer@earthlink.net](mailto:joswitzer@earthlink.net)

## Next Meeting

Rather than have the Thursday night meeting in February, we'll have the business meeting at the Daytona Party, February 14<sup>th</sup>.

## Contents

Sharing Hearts .....	4
Humble Beginnings, Part II .....	4
From the President .....	1
Officers and Contacts .....	2
From the Editor .....	2
Business Meeting Minutes .....	2
Tech Sessions .....	5
Calendar .....	8

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### Mr. Healey's Neighborhood

#### Central Indiana AHC

<http://www.ciahc.org>

#### Bluegrass AHC

<http://www.bluegrassclub.com>

#### Northern Indiana AHC

<http://www.niahc.org>

#### Midwest Region AHC

<http://members.aol.com/midwestah/club/>

#### Ohio Valley AHC

<http://members.aol.com/ovaustinhealey/>

#### Indiana British Car Union

<http://www.ibcu.org>

#### Marque Matters Blog

<http://www.marquematters.blogs.com/>

#### AH Club of America

<http://www.healeyclub.org/>

## From the editor

Remember that membership dues are due by February 15<sup>th</sup>.

We wish Nancy Summers (NIAHC) a speedy recovery from recent knee replacement surgery. She's home and a bit ahead of schedule.

I would like to publish the newsletter by the first of the month. One of these times. Articles or photos for the newsletter are welcome. Please get them to me by the 25<sup>th</sup> so I can include them in the next issue.

Bob

## January 2010 Meeting Minutes

By Bob Haskell

1/14/2010 at Logan's Steakhouse with Jim Frakes presiding.

Attending were Jim Alderson, Randy and Janet Belden, Roy Bowman, David Broyles, Ruth and Dick Buis, Jim and Sandy Burck, Jim Bush, Jim Frakes, Bruce Gilliam, Bob, Melanie and Tim Haskell, John and Kathi Mann, Jon Monies, Craig and Sue Rice, Norm and Suzy Schoppenhorst, Dick Storrs, Jim and Jo Switzer, and Bruce and Barbara Watson.

A couple of corrections to the November 2009 minutes: last names were misspelled: Frakes and Burcks. Craig Rice is selling Purolator spin-on oil filters which are equivalent to the Fram (not Purolator) 3600.

Membership/Treasury: 31 members have renewed so far. 30 days to go. Have paid for the vests and cook books. So remaining sales will be "profit". Jim Frakes will look into placing a cook book ad in the Healey Marque.

Barb Watson read a thank-you note she received from Healey friends in California. They thought the cookbook was great and are looking into doing their own.

Bruce Gilham will write a letter to accompany our \$500 donation to the Sharing Hearts organization at St. Vincents.

Carlos and Eli Lopez have decided to keep their Healey. Eli will need some help modifying the car so she can reach the pedals.

President's Meeting: CIAHC will be hosting this year's President's meeting March 12<sup>th</sup> – 14<sup>th</sup>. The host hotel is the Drury Inn at 82<sup>nd</sup> and I-69. Melanie Haskell will coordinate the food for

Continued on page 3.

## ***Business Meeting Minutes cont'd***

Continued from page 2.

the Friday evening reception. Meetings will be all day Saturday and half a day Sunday at Frakes Engineering. Expecting 15 – 19 people to attend. Some club members might be needed to shuttle folks from/to the airport.

### Event Planning:

Local drives discussed:

- Oldenburg
- Turkey Run / Rockville
- Kokomo – Haynes museum, Summer Place
- Oliver Winery with a meal at the Hill Top restaurant
- Ice Cream Social in Columbus

Calendar:

- February
  - 7<sup>th</sup> - Super Bowl party – no takers.
  - 14<sup>th</sup> - Daytona Party and Chili Cook-off at Switzers. Start time around noon, race starts at 1 PM.
- March
  - Open
- April
  - Clean up at the Haskell's, date TBD.
  - 24<sup>th</sup> – tour to Oliver Winery in Bloomington by the Storrs.
- May
  - 13<sup>th</sup> - 16<sup>th</sup> - SpringThing
  - 30<sup>th</sup> - Indy 500 party at the Monies/Wrights
- June
  - 5<sup>th</sup> - British Bash (Louisville).
- July
  - 11<sup>th</sup> - 16<sup>th</sup> - Conclave in Galena, IL
  - 15<sup>th</sup> - 18<sup>th</sup> – Vintage racing at Road America, Elkhart Lake, WI.
- August
  - 27<sup>th</sup>-29<sup>th</sup> – Ice Cream Social – trip to Zaharako's Ice Cream Parlor in Columbus, IN.
  - 29<sup>th</sup> Indy British Motor Days
- September
  - 11<sup>th</sup> - Lemon Creek Winery
  - 17<sup>th</sup> - 19<sup>th</sup> - September Round-Up in Middletown, OH. We'll need to sign-up to help – auction, 50/50, goodie bags, ...
- October
  - 2<sup>nd</sup> – Fall Out at Winona Lake
  - Halloween Party at the Bush's.
- November
  - Open
- December
  - Christmas Party

Other items:

David Broyles described Lizard Skin, a sprayable heat shield material that can be sanded and painted.

Jon Monies would like to have a tech session sometime this spring.

Sue Rice extended an invitation from the West Newton Worship and Youth Center in Camby, IN to attend their 6<sup>th</sup> Annual Fabulous 50's Bash. It's Friday, February 26<sup>th</sup>. The proceeds will go towards maintenance of the church and to the youth center. Event flyer will be available at the February business meeting.

## ***Sharing Hearts***

**By Bruce Gilham**

St. Vincent Sharing Hearts is a non-profit (but not an official 503c) and puts all contributions directly in the hands of those who truly have a need. The organization helps transplant recipients who cannot afford the medication they must take after a transplant. Their overhead cost is covered by St. Vincent Transplant Services.

Here's the email that I wrote to Jan Hart at Sharing Hearts:

Hi Jan,

In 1969, when Charlene and I were first married, I owned an Austin Healey sports car. We had great adventures in that little car touring the eastern extremes of Long Island, where we lived, and the winding roads of New England. All that ended when the car was stolen in 1970. Fast forward to 2003 and Charlene graciously agreed to allow me to buy another Austin Healey and, more amazingly, agreed to accompany me on more road trips.

We have since had some great adventures, to a very great extent because of the fellowship of a local group of enthusiastic Austin Healey owners. The invitation to joining our club includes: "If you're crazy enough to like British sports cars, we'll try to make you feel welcomed!" The Central Indiana Austin Healey Club is a non-profit organization with sixty-four members not including spouses and significant others.

All this to say that we do generate a small revenue (intended to just cover our operating expenses) by holding an auction, selling cookbooks, etc. At our last monthly meeting the president suggested that we share our surplus (\$500.00) with a worthy charity, and asked for suggestions - at which point I suggested Sharing Hearts. The vote was unanimous to do so.

So, sometime before the end of the year expect a check from our club. Thanks for all you do, and especially for those who need a little more help.

All the best,

Bruce Gilham

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## ***The Humble Beginnings of a New Vintage Racer:***

**By Doug Bruce**

2<sup>nd</sup> in a series of my first year racing as a rookie. The 1<sup>st</sup> article appeared in the September 2009 Overdrive.

June 2008 VSCDA Blackhawk Raceway

With drivers school and my first race weekend now over, its time to show the "old" guys how it's done, right? Wrong!

One should always have at least two British racing cars, at least that's what my wife told me after how things went after my first three laps at Blackhawk during the Friday afternoon practice session. If you own 2 British cars, at least one of them will run, right? Three laps is exactly how many I drove before I felt something was very wrong with my number 71 white Bugeye Sprite investment, I mean vintage race car; I

had to shut her down and coast into the pit lane.

I found out quickly how helpful other vintage racers can be, because that's what I needed, friends, well friends and lots of beer to keep them around! Right after I pulled off of the track, I opened the bonnet, only to see that the amount of water pouring out of my block made Niagara Falls seem like a small stream! Water, lots of water, in fact more water pouring from the block than I remembered that I had poured into the car!

This was my first introduction to Dr. J, and it wouldn't be my last! I had parked just off the false grid right near Dave Jahimiak's pit; little did I know how much he knew about Sprites...and that he would tow me back to my pit! (That is another story, I pitted so far away that I swear the track must straddle 2 counties!) Dr. J, as I soon found out, not only knows Sprites, this guy has a square body Sprite that is so fast I think he gives the Can AM cars a rub for their money!



Hey, blown head gasket, how much trouble can that be? Lets see, first I need a head gasket; we all carry extra head gaskets, right? Wrong again! After I ran through the pits looking for the one part that I had not brought to the track, I was told by one guy that another guy in a blue car who normally pits over by the tree, wait, he's not by the tree he has moved to a spot with a bunch of other Bugeye racers over at the other end of the pits! Well, I found the guy, goes by the name of Fitz, and yes he had a gasket for me, (Hey Fitz, I promise to get another gasket back to you at the next race!) A bunch of guys, most of whom I had never met started right in on breaking down the engine, now we need water, guess who gets to run through the pits again, yep, me. I was beginning to feel like I did when my kids were born and all I could do was fetch ice chips for my wife during labor! Did I mention that it was hot, both the temperature and the car, and I had yet to change out of my three layer drivers suit and nomex either!

Well, we got the carburetors and intake removed, exhaust removed, valve cover removed, head removed, items cleaned and put back together. Time to go to the hotel and ponder exactly what I had gotten myself into with this new hobby of mine, and I really needed a good nights sleep so that I could have a clear head on the track Saturday morning and show my wife just how talented I am with this race car stuff.

Saturday morning arrives, lets get the car started and let me learn this track as the three laps that I managed to get in on Friday were only enough to confuse me about this Blackhawk track, it went left when I thought it was going to go right I knew it was going to take plenty of seat time to figure out. Only my car had other plans. Did I also mention that I had decided that this would be the perfect race to bring my wife to? I wanted to see her beam with pride as she watched me dice out on the track, well think again; she might have beamed IF I was out on the track, but I was still in the pits as the car would not run on all 4 (4 extremely small) 948 era correct pistons. Have you ever seen the size of the pistons in a 948 engine-I think all four of them would fit in a 12 oz. glass!

Can two things go wrong at once and make a simple problem seem very strange? Sure, they are British cars aren't they? Well, we did get the head gasket issue fixed, and actually a blown head gasket is a pretty quick fix, but we couldn't get the car to run on more than 3 pistons and believe me, I needed all 4 of them to get

out of my own way, let alone Bugeye Dave or Dr. J. and his lighting fast Sprite! (That's how I met Dr. J. out on the track...a very fast blur). After much debate, book reading, pit research and just grabbing at anything on the engine that moved, Carl and I discovered that a blown head gasket wasn't enough, we also discovered that the needle in the front SU carburetor was loose and rising and falling as it wished and not when the throttle was pushed! (Carl is a great guy and wrench for Tucker Madawick at his British shop, Autoworks he started racing a 1959 Elva at the same time I did as well).

It is odd to attend a driver's meeting, gaining those last minute instructions and flag issues when your car back in the pits isn't ready to turn a lap!

Finally, I was able to make a few quick laps for qualifying and now ready for the Group 2 Small Bore Saturday evening race. Yep, Saturday evening, but hey, I am going to race! Race starts, I am in the field, trying to learn the racecourse and not get in the way of Dr. J. as he passes me on what seemed like every other lap...but something still doesn't seem right...I am down on RPM's and the temperature is rising just a little above 190 degrees..200..210, right where I ran a month ago and right where I wish

it would stay but, 220, 230, not mph, 240, hmmm, 250, what cooks at 250 I'm thinking, ham? 260...at 260 I am thinking about how far things will fly from under the bonnet when it explodes, boy am I glad that the race is over!



What's that big stoplight for anyway? I swear, between left, right, slow, go, I know I saw a huge stoplight along the starters stand, I going to have to ask about that one! Time for a big rainstorm to blow in of course as all I could use is more water to cool down my car; at least it keeps me from working on the car all night and hey, I didn't have to run all over this swamp of a racetrack carrying more water!

Don't forget the lighter moments while racing as well. At Racing school, I needed an on-board fire extinguishing system but no one really told me when you might want to throw the big button for the fire extinguishing system to activate and probably a good thing they didn't; certainly not when you see only smoke! During one practice session, I was making great laps around the track when suddenly I couldn't see my legs for the smoke coming up through the foot well, I pulled off line, I mean I didn't want to put engine parts where others might run them over..and damage my engine parts, thankfully I was close and turned right into pit lane. I didn't see any flames and nothing felt hot, perhaps I had damaged the motor? Carl was right there on the pit wall as he was watching me run laps and opened the bonnet quickly, he then sheepishly removes what remains of the upper 2/3 thirds of a very empty plastic oil quart...hmmm, button her up and away I go, glad I didn't push that big red button! Must remember to clear everything out of the engine bay before closing her and heading out to the track next time.

Another item they need to emphasize more at race school, do not miss the Saturday evening track party! The gathering is another chance to meet other drivers, chat with corner workers and just hang out with a bunch of people crazy about cars, plus it was a chance for my wife to see that I was not alone in this new-found sickness! I also learned another thing. Don't make any promises at the racetrack unless you mean what you say! I figured with the poor way the car was running, that I would promise my wife that after the Sunday morning race, we would pack up the gear and head home. As we pull up to the our pit that morning, she sees Carl, my friend already leaning over the car and she asks me how I felt about someone working on the car while I was away, I answered that I hoped he swapped motors with someone else during the night!

Sunday, race on. I am starting near the back, surrounded by the gangly looking prewar cars, have you ever seen those? They do not have roll-bars and they race on spoke wheels! I am then thinking that I can only hope I stay out of their way. As we approach for the green flag I am running so much smoother and hey, pulling away from the blue Bugeye in my mirrors too, wow!

Well, the replaced head gasket, fixed SU needle and better timing will solve most problems and boy did they! The car ran great and even though I finished First in class and thought I was really driving away from the blue Bugeye, I did discover later that the blue Bugeye threw a fistful of money right through his block and was not going foreword anytime soon! I also discovered that no matter how much better the car was running and no matter how many other races were left in the day, I did promise that we would pack up and make the 6-hour tow back home, and that's what we did. I may be new to the vintage racing scene, but I am smart enough to know that there will be plenty of other races and I will need to make more promises moreover; I may need to beg my wife for the funds to make the car run cooler, all in the name of safety, right?

Next time, I'll share how to race at yet another unfamiliar track somewhere in Ohio and in the rain!



## **Tech Sessions**

Contact Jim Frakes to schedule one.

January 2010							February 2010							January 14 <sup>th</sup> Business Meeting
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
					1	2		1	2	3	4	5	6	February 14 <sup>th</sup> Daytona Party / Business Mtg 28 <sup>nd</sup> Chicago British Swap Meet
3	4	5	6	7	8	9	7	8	9	10	11	12	13	
10	11	12	13	<b>B</b>	15	16	<b>B</b>	15	16	17	18	19	20	
17	18	19	20	21	22	23	21	22	23	24	25	26	27	
24	25	26	27	28	29	30	28							
31														
March 2010							April 2010							March 11 <sup>th</sup> Business Meeting
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
	1	2	3	4	5	6					1	2	3	April 8 <sup>th</sup> Business Meeting 24 <sup>th</sup> Oliver Winery
7	8	9	10	<b>B</b>	12	13	4	5	6	7	<b>B</b>	9	10	
14	15	16	17	18	19	20	11	12	13	14	15	16	17	
21	22	23	24	25	26	27	18	19	20	21	22	23	24	
28	29	30	31				25	26	27	28	29	30		
May 2010							June 2010							May 1 <sup>st</sup> NIAHC Spring Tune-Up 13 <sup>th</sup> Business Meeting 15 <sup>th</sup> - 16 <sup>th</sup> SpringThing 2009 21 <sup>st</sup> - 23 <sup>rd</sup> Carlisle Import Car Show 30 <sup>th</sup> Indy 500 Party
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
						1			1	2	3	4	5	June 5 <sup>th</sup> British Bash (Louisville) 5 <sup>th</sup> - 6 <sup>th</sup> Champagne, IL British Car 10 <sup>th</sup> Business Meeting
2	3	4	5	6	7	8	6	7	8	9	<b>B</b>	11	12	
9	10	11	12	<b>B</b>	14	15	13	14	15	16	17	18	19	
16	17	18	19	20	21	22	20	21	22	23	24	25	26	
23	24	25	26	27	28	29	27	28	29	30				
30	31													
July 2010							August 2010							July 8 <sup>th</sup> Business Meeting 11 <sup>th</sup> - 16 <sup>th</sup> Conclave
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
				1	2	3	1	2	3	4	5	6	7	August 12 <sup>th</sup> Business Meeting 29 <sup>th</sup> Indy British Motor Days
4	5	6	7	<b>B</b>	9	10	8	9	10	11	<b>B</b>	13	14	
11	12	13	14	15	16	17	15	16	17	18	19	20	21	
18	19	20	21	22	23	24	22	23	24	25	26	27	28	
25	26	27	28	29	30	31	29	30	31					
September 2010							October 2010							September 9 <sup>th</sup> Business Meeting 11 <sup>th</sup> Lemon Creek 17 <sup>th</sup> - 19 <sup>th</sup> September Round Up
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
			1	2	3	4						1	2	October 14 <sup>th</sup> Business Meeting
5	6	7	8	<b>B</b>	10	11	3	4	5	6	7	8	9	
12	13	14	15	16	17	18	10	11	12	13	<b>14</b>	15	16	
19	20	21	22	23	24	25	17	18	19	20	21	22	23	
26	27	28	29	30			24	25	26	27	28	29	30	
							31							
November 2010							December 2010							November 11 <sup>th</sup> Business Meeting
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
	1	2	3	4	5	6				1	2	3	4	
7	8	9	10	<b>B</b>	12	13	5	6	7	8	9	10	11	
14	15	16	17	18	19	20	12	13	14	15	16	17	18	
21	22	23	24	25	26	27	19	20	21	22	23	24	25	
28	29	30					26	27	28	29	30	31		