



Overdrive

June, 2010

Official Newsletter of the Central Indiana Austin-Healey Club Vol2010 Issue 6

From the President:

The Bluegrass Austin-Healey club put on a really great event in Mid-May. If you missed it, they are planning another in May next year that looks just as good, put it on your calendar!

The last month, I have had the pleasure of seeing two cars, both up for sale, that I had not seen before. Bob Anderson wants to sell his BN4, a very nice, Burgundy red, four seater. Definitely a driver, with very few blemishes. He is asking \$21K for it and, in my opinion, a fair price. Hal Ecksten has his '54 BN1 up for sale and I would say it is also a very good driver. It could use a few mechanical repairs but it looks solid. He may have sold by now, as he was offered \$21K by a NY dealer, but would have liked to see \$25K from it. He is in the directory or I can put you in touch with either owner.

After the Indy 500, I was leaving my son's house in Fishers, driving up Cumberland Road just past 116th street when I came face to face with a British Racing Green Healey going South on the other lane. Never saw the car before or the driver. Anybody know who that might be? I was so surprised I did not see for sure which model but I was sure it was a roadster, top down and hair in the breeze, the driver was enjoying himself.

The British Bash in Louisville is this weekend. Haskells, Gilhams and Jim Frakes are planning to go (if the rain is not too heavy). Our plan is to leave the Southport exit Cracker Barrel at 8:00 AM; come join us. We MIGHT even get Ron Francis to go since he cannot play any golf until September. He had rotator cuff surgery on Monday May 24th. Recovering, but no golf for a while.

Bob, Melanie, and Ron were on the Noblesville Square Saturday night for the impromptu car display. It will last all summer, but you need to get there by about 5:00 P.M. to get a parking place. Danville has a similar display on Friday nights, but that is a long way to drive after work on Fridays (unless you are retired).

Healey driving is in full swing, let's get them on the road! They are nice to look at, but driving is the fun. Don't forget the June 19th drive to see the live steam trains. Host Dick Storrs has planned a great drive. Details are included in this issue!

Jim

Next Meeting

Thursday, June 10th at Logan's Roadhouse, 4825 East 82nd Street, Indianapolis, (317) 598-1347.
Times: 6:30 pm - dinner
7:30 pm - meeting

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2010 CIAHCA Officers and Contacts

President

Jim Frakes
944 Laurel Lane
Noblesville, IN 46062
(317) 773-8676
jimf@frakes-eng.com

Vice President

Melanie Haskell
1570 Saylor Street
Zionsville, IN 46077
(317) 873-0841
mmhaskell@earthlink.net

Treasurer/Membership

Craig Rice
4245 Roland Road
Indianapolis, IN 46228
(317) 291-6881
craigsuerice@iquest.net

National Delegate

Jim Switzer
10392 Connaught Drive
Carmel, IN 46032
(317) 802-9264
jimswitzer@earthlink.net

Secretary/Overdrive/Web

Bob Haskell
1570 Saylor Street
Zionsville, IN 46077
(317) 873-0841
rchaskell@earthlink.net

Mr. Healey's Neighborhood

Central Indiana AHC

<http://www.ciahc.org>

Bluegrass AHC

<http://www.bluegrassclub.com>

Northern Indiana 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

Well the 07 Mini Cooper S is back from the body shop; it looks good. Now we're having a problem with the driver side window. When the door is opened, the window is suppose to drop down just a bit to clear the door seal. Then move back up when the door is closed. Our window doesn't always do this, so we have to manually open the window before opening the door. The fix? A software upgrade! Can the blue screen of death and rebooting the car be far behind?

I would like to publish the newsletter by the first of the month. Articles or photos for the newsletter are welcome and appreciated. Please get them to me by the 25th so I can include them in the next issue.

Happy anniversary Mel!

Bob

May 2010 Meeting Minutes

By Bob Haskell

6 May 2010 at Battery Park Saloon.

VP Melanie Haskell called the meeting to order.

Attending were Roy Bowman, Jim Bev Bush, Pat Bruce, Ruth and Dick Buis, Jim and Sandy Burck, Bill Coan, Bruce Gilham, Bob and Melanie Haskell, Craig Rice, Jim and Jo Switzer, Bruce and Barbara Watson, and Don Yost.

Membership/Treasury: The club has 59 members on the roster. Have 13 club vests available. We need to do an inventory of the remaining cookbooks. Jo has 60 and Haskells have most of a box. Jim Frakes has some also.

Future 50: Jim Switzer brought some Future 50 posters and letter from Ben Moore to the meeting (see page 7). Additional posters are available from Ben.

Previous Events

Spring Clean-up

Oliver Winery tour

Spring Tune-Up – Jim Frakes, Bob and Melanie Haskell and Jim and Jo Switzer went to the annual event at Tim and Renee Mahnensmith in Fort Wayne. See page 3

Business Meeting Minutes cont'd

Upcoming Events:

SpringThing – Dick and Ruth Buis, Jim Frakes, Bruce and Charlene Gilham, and Bob and Melanie Haskell are going. We're planning to meet the Northern Indiana Club in Pendleton and travel together. Will probably drive through Madison, IN as the US-31 bridge across the Ohio River in Louisville is under construction.

Indy 500 party – I need to ask Joan Wright for an announcement for the event that I can email to members.

The next business meeting will be June 10th at Logan's Steak House on the north side of Indy.

Dick Storrs has put together a driving tour to a model live steam train show and tasting/dinner at the Ertel Winery. See details on page 5.

Jim Frakes attended the recent British Car Union meeting. The events discussed were:

- July 15th - 17th – British V8 meet
- July 17th – London to Brighton Run
- August 29th – Indy British Motor Days. Will return to the Carmel American Legion and Austin-Healey is the featured marque.

September Roundup – the Mid-Ohio club has joined the rotation for putting on the annual event. Jim Switzer has received registration forms (also available on our website).

NIAHC's Spring TuneUp

By Bob Haskell

Jim Frakes and the Haskells drove their Healeys up to Tim and Renee Mahnensmiths for this year's Spring TuneUp. The Switzer's MGB wasn't ready for the trip, so Jim and Jo drove up later in a BJ9. The ladies went shopping at a soap shop and at Jefferson Mall while the guys worked on the cars. Work included installing a tonneau, converting to negative ground, tune ups and clean ups. Got to see what can happen to a a Sprite rear axle when the engine has about 90 hp.



Bob planned on installing the missing clips that hold the wheel cylinder to the right rear backing plate, but found that the cylinder was leaking. Explains why the brake pedal went to the floor earlier this year. Thankfully, Jim Frakes had a spare cylinder. Leaving the parking brake linkage disconnected from the lever arm sticking through the backing plate made it easier to install the the clips around the wheel cylinder.

After the ladies came back and the guys cleaned up, everyone sat down for dinner. After eating, there was a surprise 70th birthday party for Jack and Nancy Summers. Presents include gift cards, a photo album, and a drawing done by their son.

SpringThing

By Jim Frakes

Our CI-AHCA group met the Northern Indiana AHC contingent in Noblesville for a rather large parade of Healeys to SpringThing. Nancy and Jack Summers (BJ8), Rita and John Eslinger, (BT7 Tri-Carb), Al Malin (BT7), Ann and Jack Overly (BJ8) and Carl and Lou Hoekstra (BJ8) had left fairly early in a heavy rainstorm for the first few miles. I looked at the radar about the time they were to leave and it certainly looked like Michigan City was getting hammered. Jack and Nancy confirmed that! Our Central Indiana group [Melanie and Bob Haskell (escort), Charlene and Bruce Gilham, and Jim Frakes (tail gunner)] took the more scenic route, staying off the Interstates. From Noblesville, we picked up Hwy 9 in Pendleton, down through Greenfield and Shelbyville where we were joined by Kathy and John Mann in their White BN4 and Ruth and Dick Buis in the BJ9. Since we were running a little late, Joan Wright and Jon Monies went on to Madison IN where they joined the group, after some leisurely shopping while waiting. I left the group there in Madison, to make a side trip to Versailles KY, before traveling on to Lebanon. BTW, weather was just beautiful for a Healey drive, sun and no rain!

On arrival in Lebanon, KY, we found out some of the Ohio Valley Club had a very bad experience. Tom Hall had to take evasive action in his Bugeye in order to keep from hitting Hazel Klein's Bugeye; the car swerved and somehow rolled over (not clear). Tom had few injuries but his wife, Nancy, ended up with two broken arms and some back injuries. She was life lined to a Lexington KY hospital. Saturday, May 29th, we received an email saying that she is now in Cincinnati, but still in the hospital. I have sent two updates from Hazel to our club members. All in all, most people agree it could have been worse, but that is not consolation to Nancy.

Hospitality was great, people were great and a Bluegrass SpringThing record 66 registrations made it a fun weekend. Bob Thurman's Funkhana started off the evening's entertainment. Friday morning started an easy driving rallye through the country side or some side trips were also arranged. Some toured a cooperage and learned how the oak barrels were made and charred before being shipped to the distillery. Late afternoon, we drove the Healeys to nearby Makers Mark Distillery. After a tour, we each dipped our own personally signed Makers Mark bottle in the hot wax (plastic). Yes, it was full! Dinner was served on the grounds at a very nice older, well decorated Kentucky home on the property. Saturday morning we packed up for a nice drive and tour to BereaKY for our Awards dinner at the Boone Tavern. A very nice hotel, with very elegant, very nice rooms. Dinner on your own saw most eating at the hotel where some very unusual and decorative entrees were served. Saturday night was a downpour, but we, and the cars, survived.



Sunday, a little rain but not too much. Everybody seemed to scatter and find their own way back. Gilham's were so close to their daughter, son-in-law and newest grand baby, they just had to stay an extra day in

Lexington. Bob, Melanie and I took a leisurely trip back stopping, in the rain, at the Buffalo Trace Distillery to see the grounds, but it was closed to touring on Sunday. It is a very large distillery. We also stopped for lunch and a bit of sightseeing in Madison.

Indy 500 Party

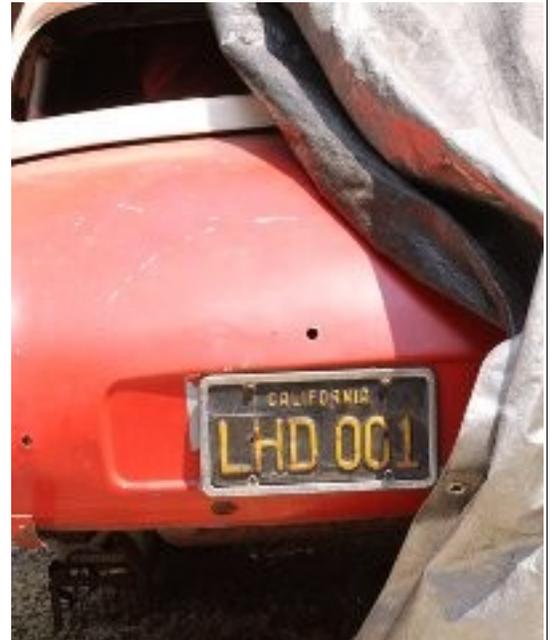
By Bob Haskell

Joan Wright and Jon Monies hosted the annual Indy 500 party at their Brown County home. This had to be one of the largest, if not the largest, group we've had: Roy Bowman, Pat and Debbie Bruce, Jim and Bev Bush, Dick and Ruth Buis, Bruce and Charlene Gilham, Bob, Melanie and Tim Haskell, Steve and Sheila Martin, Norm and Suzy Schoppenhorst, Jim and Jo Switzer, Bruce and Barbara Watson, Chris Wright, Joan Wright and Jon Monies, and Don Yost. Three Healeys made the trip – Pat Bruce's Sprite, the Haskell's tri-carb and Buis' tri-carb.

Several of us wandered the grounds, counting the cars we found in the woods.

With the large turnout, everyone got one driver and each family unit had to draw a card for a chance for one of the remaining 9 drivers. The pool winners were:

- Barbara Watson - first out (Davey Hamilton)
- Bev Bush - first place (Dario Franchitti)
- Susy Schoppenhorst - second place (Dan Wheldon)
- unknown - third place (Marco Andretti) The unofficial results had Alex Lloyd in 3rd. So Steve Martin owes someone the third place prize.



June 19, 2010 - Live Steam Trains (7.5" gauge) - Ertel Winery Tasting/Dinner

By Dick Storrs

Meet at McDonald's on the North side of IN-44, west of the I-65 "Franklin" Exit (IN-44 W) at 12 Noon. We will depart at 12:30 PM for the Johnson County Park, where the track is located. Some trains are powered by engines that look like diesels of modern day. Lucky visitors will get to ride behind steam engines. Loading is done at our loading platform located by the McClain Cabin. Parking is available at the McClain Cabin Station. The route covers a distance of approximately 9 scale miles (6000 feet) and takes approximately 20 minutes, and costs \$2.00 per person. The club can only accept cash for the fares. All

passengers are encouraged to wear comfortable clothing. Shoes are required. Please be aware that the steam engines may emit soot and other particles that could ruin good clothes.

When we finish riding, we will depart on a drive to the Batesville area, where we will go the Ertel Winery. They have a wine tasting bar, where we can sample their wines, and then we follow the tasting up with dinner. Dinner for two will cost between \$35 and \$55 (before tip), depending on wine consumed and any side orders. Servings are not small.

Here is some interesting information about the origins of track gauge for trains:

Railroad Trivia

Courtesy of David R— from humoretc.com

Here is a look into the history of railroad tracks that is very interesting, educational, historical, completely true, and hysterical all at the same time: The US standard railroad gauge (width between the two rails) is 4 feet, 8.5 inches.

That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and the US railroads were built by English expatriates.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons which used that wheel spacing.

Okay! Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? The first long distance roads in Europe (and England) were built by Imperial Rome for their legions. The roads have been used ever since.

And what caused the ruts in the roads? Roman war chariots first formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for (or by) Imperial Rome, they were all alike in the matter of wheel spacing. The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for an Imperial Roman war chariot.

Specifications and bureaucracies live forever. So the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses. Thus, we have the answer to the original question.

Now the twist to the story.....There's an interesting extension to the story about railroad gauges and horses' behinds. When we see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs might have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory had to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track is about as wide as two horses' behinds.

So, the major design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a Horse's Ass!

Future 50 Network Letter

April 14, 2010

Dear Jim,

During the past year the Future 50 Network has worked to re-aim our focus on the true next generation, those 16-30 years old. We have experienced great success with the young generation, but those really stepping into Club leadership roles and purchasing Healeys in the near future are those a bit older.

So, we produced a series of posters that we can provide to you and your Club at no-charge to distribute at local shows with AHCA Club information. The hope is that these posters are passed out to those 16 to 30 year olds that show an interest in the cars. The prominent website address calls them to visit us on-line and learn more.

I hope these help you attract younger members to our Club. Be sure to let them know of the discounted membership for students! To access this, ask them to fill out the regular membership form and note their age so Mike Schneider will know how to process them.

If you need more posters, please feel free to contact me. Good luck!.

If you have questions, please do not hesitate to call or email.

Regards,

Ben Moore

Founder/Chairman, Future 50 Network
Austin-Healey Club of America (AHCA)

502-797-5652

Future50@mac.com

Tech Sessions / Progress

Bruce Watson and Bob Haskell fitted new rear brake shoes to Bruce's BT7. They picked a nice warm day to do the work. The job took a bit longer than expected as the drums would not fit over the shoes as supplied. The curvature of the linings did not match the drums, so they took turns filing the ends of the linings till they matched.

Jim Burck had to replace the electronic SU fuel pump in the 100 (with about 5,000 miles on it). Jim checked with a couple of Healey parts suppliers – one has had no problems with the electronic pumps, the other has seen about 80% failed. Strange. Jim's going to get another pump rebuilt for back up.

January 2010							February 2010						
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
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3	4	5	6	7	8	9	7	8	9	10	11	12	13
10	11	12	13	B	15	16	B	15	16	17	18	19	20
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31													
March 2010							April 2010						
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
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14	15	16	17	18	19	20	11	12	13	14	15	16	17
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28	29	30	31				25	26	27	28	29	30	
May 2010							June 2010						
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2	3	4	5	B	7	8	6	7	8	9	B	11	12
9	10	11	12	13	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						
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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
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September 2010							October 2010						
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
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12	13	14	15	16	17	18	10	11	12	13	14	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						
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	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	

- January
 - 14th Business Meeting
- February
 - 14th Daytona Party / Business Mtg
 - 28nd Chicago British Swap Meet
- March
 - 11th Business Meeting
- April
 - 8th Business Meeting
 - 10th Clean Up at the Haskells
 - 24th Oliver Winery Tour
- May
 - 1st NIAHC Spring Tune-Up
 - 6th Business Meeting
 - 15th - 16th SpringThing 2009
 - 21st - 23rd Carlisle Import Car Show
 - 30th Indy 500 Party
- June
 - 5th British Bash (Louisville)
 - 5th - 6th Champagne, IL British Car
 - 10th Business Meeting
 - 19th Live Steam Trains
- July
 - 8th Business Meeting
 - 11th - 16th Conclave
- August
 - 11th - 15th Encounter, Blue Bell, PA
 - 12th Business Meeting
 - 29th Indy British Motor Days
- September
 - 9th Business Meeting
 - 11th Lemon Creek
 - 17th - 19th September Round Up
- October
 - 2nd British Fall Out, Winona Lake
 - 14th Business Meeting
- November
 - 11th Business Meeting