



Overdrive

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PARTS FOR SALE or WANTED TO BUY

(Please send me any news of cars/parts that are needed or for sale.- evetshalleck@yahoo.com)

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Mr. Healey's Neighborhood

Central Indiana AHC

<http://www.ciahc.org>

<https://www.facebook.com/CentralIndianaAustinHealeyClub>

Bluegrass AHC

Facebook: Bluegrass Austin Healey Club

Miami Valley AHC

Mid Ohio AHC

<https://sites.google.com/site/midohioahc/>

Northern Indiana AHC

<https://www.facebook.com/NorthernIndianaAustinHealeyClub>

Ohio Valley AHC

<http://ohiovalleyahc.com>

<https://www.facebook.com/OhioValleyAustinHealeyClub>

Mid West AHC

<https://www.midwesthealeyclub.org/>

Indiana British Car Union

<http://www.ibcu.org>

Austin Healey Club of America

<http://www.healeyclub.org>

Club events for October

Oct 11th, Drive to Vevay for Sleepy Hallow Car Show. Not an official CIAHC event, but it's a beautiful drive down to the Ohio River for a good car show. Paul W. Ogle Riverfront Park, 100 Ferry St, Vevay, IN. 10:00 to 4:00. If you are interested in going, let me know and we can plan the trip.

Oct 18th, Pizza at the Pitman's. Mike and Debbie Pitman are inviting the club to their house for pizza via their outdoor pizza oven. 7172 S County Rd 200 E. We'll meet in Lebanon at the Speedway just off I-65 on IN 39 (Lebanon St) at 11:00 and travel together to their house. Pizza will be provided, BYOB (or whatever you are drinking). **Let me know by 10/10 if you plan to attend so we can get enough fixings for the pizzas.**

Oct 25th, Annual Halloween Party at the Bush Barn. 2:00. Instead of hot dogs this year, we're having chicken. BYOB (or whatever you are drinking) and a side or desert.

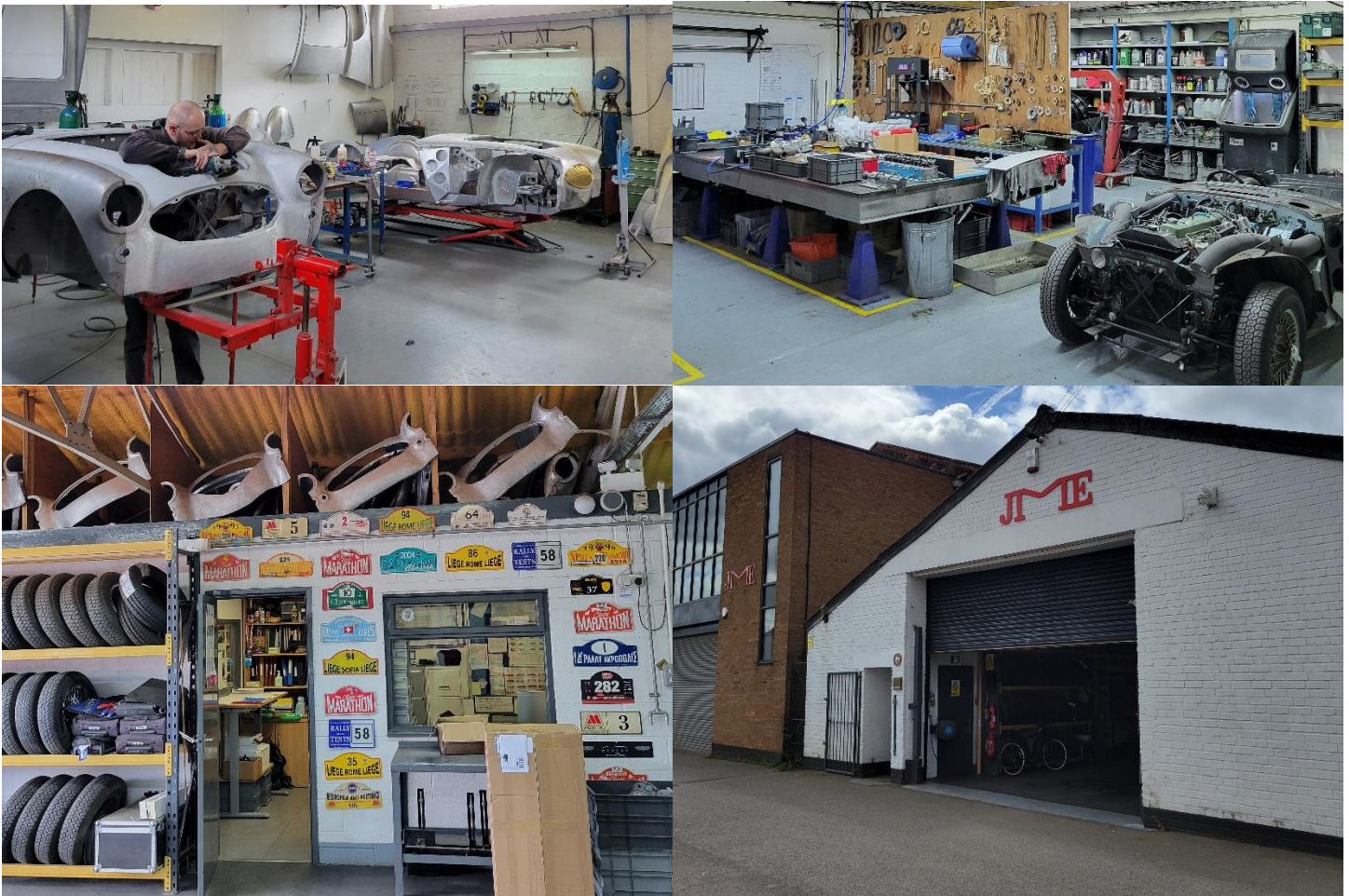
Barnetts' trip

Leanne and Ed spent 2 weeks in the United Kingdom and were able to fit in a little side trip to 2 Healey sites of interest.

First, was a stop at JME Healeys in Warwick where we were welcomed by Chris Everard who, along with his brother Dan took over the business from their father, who established the business in 1978. JME is housed in the only remaining building of Donald Healey's original manufacturing site in Warwick.

JME only restores Healeys and their shop had about a dozen, mostly late model, Healeys in various stages of restoration. We caught a quick glimpse of a BJ7 rally car that had just been completed and was being picked up by the owner heading to a 4-5 day race in Switzerland. In the shop was another rally car that was having some repair work done after a mild "mishap" at a previous race. Next to it was a car from Texas that had been sent over for restoration work and was almost completed. There was a BN2 in very early stages that had come in for restoration. Upon disassembly, it was discovered that the frame was completely rotted away so JME built a complete frame and was just starting to fit the rear body panels. Chris explained to us that there are some improvements that they insist on doing, such as additional frame support in weak prone areas, reworking an engine for more horsepower, or a simple stabilizer bar upgrade and higher quality paint, to make the cars more comfortable with better performance and reliability long term. Many of their customers want a road rally car that is also comfortable to drive every day. Almost all of the restoration work is done completely in house except for chrome and engine machining.

Next to the "working" part of the business, is a large garage with about a dozen complete cars. Some which are owned by Chris and Dan, including Chris's rally car, and others waiting on small repairs or to be delivered to their owners. It was a great visit and even though we just dropped in, we were welcomed as if old friends. The Healey "family" has no borders. Unfortunately, since 80% of the Healeys produced were exported to the USA, we did not see any, or for that matter, any other classics on the roadways.



After leaving JME, we took a short drive through the country to visit AH Spares, an Austin Healey exclusive parts supplier. We wanted to personally meet and thank the people that helped with last springs project on the BN4. We were met by Rebecca Kemsley, who, along with her brother Johnathan and a few others, have continued the business that their father Bob Hill and Fred Draper had successfully established. Fred was the parts manager for the Donald Healey Motor Company and when BMC failed to renew its contract, Fred bought all of the parts and started Austin Healey Spares in his garage in 1972. He then used the income from parts sales to invest in tooling and fabrication equipment to be able to start manufacturing OEM specification parts. Upon entering the store, you take a step back in time to walk through what can only be described as a small museum of Austin Healey memorabilia.

There are your typical samples of signage and various original parts, but probably the most interesting is Fred's original desk, parts catalog cabinet and log books from his days as parts manager.

Rebecca took us on a tour of the warehouse, which is rather small, and the trim upholstery shop where 2 women do all of the cutting and sewing of the upholstery and a gentleman does the assembly of the seats, etc. and packaging. We were disappointed that the metalworking had been moved to another location due to outgrowing the space. Rebecca

told us that AH Spares is dedicated to making and supplying quality parts that hold true to the originals and are constantly looking for ways to improve their products. They keep a few Healeys on site, including Rebecca's "frog eye" as she calls it, to use for reference when manufacturing or sourcing parts. As a testament to the quality of their parts, JME uses AH Spares almost exclusively and picks up parts once or twice daily. The business is currently mostly concerned with how the new tariffs will affect their USA market that they have successfully been working to develop over the last few years. Since AH Spares are an important source for quality Healey parts, hopefully, a solution will develop to keep the cost of our restorations reasonable. Of course, Ed couldn't leave without picking up a few random small parts.





We had planned to trying to also visit Bill Rawles Healeys, but making good time on very narrow roads and driving on the left, made for a long day and we will have to save that visit for our next trip. Maybe we will come back to experience the Goodwood Festival and vintage road race which we have been told is the largest road race in the UK and a must experience. Maybe a future club trip?

It was then off to the Burghley Horse Event to experience a different kind of horsepower!

Miscellaneous Meanderings

Our club hasn't hosted an event like Conclave or September Roundup (now called Mid America Classic) for a few years, so we've had a steady drain on our bank account. NO, I'm not asking for money, but we need to reduce some costs. First off, we're changing our drinking habits. For events this month, we're not going to spend club money on drinks. Habits change, and it's difficult to know what people want to drink. It's also expensive to buy a bunch of beer that's left over after the event. So, for the Pitman Pizza party and the Halloween party, BYOB (or BYOD if you don't drink beer).

Also, our club has hosted the Delegate's meeting in November for years. On Thursday, we've had a welcome party for the delegates, normally at the Switzer home or the hotel. The club kicked in for the costs last year. This year, Jo has said we can have the welcome party at her house. We're asking club members to bring dishes to serve at the party. More details to come.

Speaking of hosting an event, our turn with Mid America Classic comes up in 2027. The key to these events is location. The Hocking Hills event was a great example. We need to really get working on a location for our event so it can be announced. The Triumph club held their national event at the Abe Martin Lodge at Brown County State Park. The downside would be how crowded that area is with leaf watchers that time of year. Indiana has other nice lodges that might be an option. The location needs fun (smooth) roads, access to fuel, restaurants, activities or sites to visit, and a good location for the car show. Think of ideas and shoot them to me.

Brandon and I decided to go to Artomobilia and check out the cars on the 6th. We hopped in his Sprite and headed out. Getting a few miles from home, we smelled something burning and pulled over. Popped the bonnet and saw nothing. Looked under the dash and saw nothing. Then I noticed smoke coming from the divider between the boot and the interior. Lifting the boot lid, smoke poured out of the boot, which we quickly emptied. Finding no certain problem, but the boot floor was MUCH higher temp above the exhaust. First thought was an exhaust leak overheating the carpet, but no leaks (at least back there), and no signs of overheated carpet/adhesive. Just another mystery of Brandon's Sprite.

On the 14th a group of us set off for Hocking Hills State Park in southeastern Ohio for the Mid America Classic. Bev and Jim, Kathy and Ruth, Sherri and Dick, Bonnie and David, Melanie and Bob, Brandon and I set off for the 200+ mile drive. Jim planned a good route, with good roads the entire route.

Hocking Hills Lodge was recently rebuilt and was beautiful. The roads around Hocking Hills were recently repaved and were incredible! It was an ideal location for the event.

The first event was the rally. Mike Foster set up a great drive with a new twist. To prevent people from having to stop on the roads (there were no shoulders to pull off onto), each car was given directions and a page with 16 pictures on it. We had to mark which items we saw on the route on the pictures. The pictures were not the same on each sheet and not all of the pictures were on the route. It was a fun drive, ending at a BBQ place in West Logan.

After lunch, as we headed back to the lodge, I took off and turned around quickly, as I didn't have a clutch. I apparently didn't get the remote bleeder tight enough when I replaced the slave cylinder the week before, and it had leaked out enough fluid over 350 or so miles that the clutch couldn't function. We topped off the master cylinder, and it worked fine for the drive back to the lodge.

At the lodge, we started figuring out how to fix it. We had an immediate outpouring of help. A couple scissor jacks and some jack stands were loaned out, along with many offers of tools. If you have ever worked on a Sprite slave cylinder, you know they are very inaccessible. The Ford bell housing makes it worse, as the head of the bleeder is only about an eighth of an inch from the frame, so there is no way to get a wrench on it.

While lying under the car, I was joined by a person I had never met. David Davis (I think that was his last name) appeared under the car with me and for the next few hours we loosened the engine mounts, raised the motor a half inch, removed the slave far enough to get a wrench on the line and tightened it up. Then we got the slave re-installed. It was getting dark at that point and we had dinner reservations, so we knocked off for the evening. Thanking David afterwards, he said no problem, he'd gotten help before and was paying it forward. That's one of the great things about this club!

The next morning, we got up early to finish getting the Sprite ready. The car show was in the parking lot that morning, and we talked about moving the Sprite class around our car if we couldn't get it done in time. On the car show windshield tags, there was a space for unique features of the car. We said we could just put an arrow pointing down with the car still on the jack stands.

Brandon, Bob, and I got the car completed in time for the show and drove it down to the designated show area.

The awards dinner and banquet were in the lodge, with a good buffet provided. Bob and Mel got 2nd place in the rally, and the Sprite took first in class.

David Powell took pictures at the event and they are on a Google drive folder:

https://drive.google.com/drive/folders/1JadxuryWp9zti7OxwJdPiE5X_geuB6rD

While Brandon and I headed to Southeastern Classic after the event, the remainder of our group headed home. After running into some closed roads, the modern cars took off for the interstates but found that they were not any faster than the back roads!



The Lodge at Hocking Hills.

David Powell photo.



Parking lot
repairs.



Our group
having dinner at
the lodge.



Some folks got
in hiking while
we were
repairing the
car.

Jim Bush Photos

After the MAC awards dinner, several of us met to talk about our plans for the drive down to Franklin, TN for the Southeastern Classic. Scott Brown put together the route down. We had a diverse group, with Scott, John, and Mike from Ohio, Brad from Nebraska travelling with Jim from Texas. Also joining us were Peter and Laura from Australia. Laura has a job in Austin, and Peter flew over to visit her and travel around in his Healey.

The roads Scott picked out were great! Aside from getting through Lexington and Nashville, it was very smooth sailing all the way. Since we would be getting into the hotel early, we decided to take a detour to the Lane Auto Museum on the way down. After a hot drive, we were looking forward to cooling off and enjoying the museum. The good news was that the museum was only charging \$3 for admission when we were there. The bad news was that we didn't really cool off, because their air conditioning had gone out!

The Drury Inn in Franklin, TN was very nice, with not only breakfast, but also a light evening meal, and drinks provided. The hospitality lounge was also stocked with snacks and drinks. Franklin is a historic upscale town. Driving from the hotel, many of the 'houses' were estates.

The Funkhana that evening was interesting. The idea came from Ben Moore's 5-year-old son. Three radio-controlled construction machines were there, a bulldozer, a dump truck, and a backhoe. The idea was to get as many nuts and bolts on the floor to the other end of the course as possible. The group had a lot of fun trying to find the best way to get it done, with the crowd cheering (and sometimes sabotaging) their efforts.

The rally on Friday was a 70-mile drive ending in Lynchburg at the Jack Daniels Distillery (and Miss Mary Bobos for lunch if you had reservations). Touring Jack Daniels was fascinating, and the sheer size of the operation is amazing. They can make 162 gallons of whiskey a minute and can operate 24 hours a day, 7 days a week! That's a LOT of whiskey!

Saturday the car show was scheduled in historic Columbia TN, 30 miles south of Nashville, but the show was scheduled for the afternoon, so we headed over to Franklin Cars and Coffee in the morning. That Saturday was the day the local British Car Club attended the Cars and Coffee, so we got to see a good assortment of British machines. When we arrived, we were directed to their resident Bugeye owner. His car wasn't there, however, as it was undergoing some serious repairs. He said it was currently in the Intensive Car Unit, on Medicar.

The 30-mile drive to Columbia was in the heat of the day. Unfortunately, there was a major accident on the road earlier and traffic was backed up for miles. What should have been a 40-minute drive took an hour and a half.

At Columbia, half of the courthouse square was blocked off for the show. While the cars were in the sun, there was plenty of shade around the courthouse and Pucket's Restaurant, where the awards banquet took place was available for us to cool off. High school homecoming was going on that evening, so we had several young people in tuxes and gowns checking out the Healeys.

At the awards ceremony, Brandon and Laura won second place in the Funkhana. Our Sprite took second at the car show. Word of our issue at Mid America Classic got around, and I also got the 'oops' award for car issues.

Sunday morning, we got an early start for home as rain was in the forecast for Indy the next day. With very little traffic and taking the interstate through Nashville, we were able to get north of town very quickly. We chose to go up US 31W to Louisville, go around the east side of town and back to US 31 for the drive home. Coming into Kentucky, the skies started to look threatening. Checking the radar, a storm front was coming, so we pulled off for breakfast and waited out the storm front.

A smart person would have put the hood up and windows in, but what would be the fun in that? Once the rain slacked off, we put on our raincoats and headed north, through light rain all the way to Louisville. In Indiana, the sun was out, so we dried out quite a bit before arriving home.



Crossing the
Ohio towards
SEC.

Brandon
Halleck pic



Brandon and
Laura
Rowland
competing in
the Funkhana

Jim Warner
pic



Columbia square car show from the awards dinner.

Jim Warner pic



Elvis singing 'in the cold Kentucky rain' comes to mind, but it wasn't cold.

On the 28th, five Healeys showed up at the Harrison Centre for an ice cream drive. Jim Bush, Brandon, and I were joined by longtime member Sam Dulaney, who had gotten his

100-6 running and was taking it out. Also joining us was our newest member, Rob Cadle in his 3000 tri-carb.

Early in the drive, Sam sensed an issue with his car and decided it was best to head home. The rest of us took the river roads to Pendleton. We'd originally planned on checking out the new Yummerful ice cream shop downtown, but it wasn't open yet, so we opted for Jimmie's. It was a good drive and great to see Sam and Rob out with us!



A couple years ago, several of us went out to Mike Pitman's house to help him work on his car while he was laid up. Mike and Debbie have a nice home in the country north of Lebanon. During Covid, they built a pizza oven in the back yard. The club is invited out on the 18th for pizza at their place. **Let me know if you plan to attend so we can make sure we have enough fixings for the pizzas. BYOB.**

The Halloween party will be at the Bush Barn again this year. Instead of cooking hot dogs for the event, we're going to have chicken. Bring your side dishes/deserts as usual, but this year also bring your own drinks.

CIAHCA Calendar 2025

If you know of any I've missed, please let me know! Check the web site (www.ciahc.org) for changes. Bob is doing a great job of keeping it up to date.

October

3rd - 5th - [Newport Antique Auto Hill Climb](#)

Newport, Indiana

4th – Jaguar Concourse de Elegance followed by a drive for all British Cars, Tom Wood Airport.

Drive starts at 3:00. 46 mile drive to Daniel's Winery. Come early and see the cars.

Contact Peter Fischer if you are going on the drive: fispe@comcast.net.

11th - [Sleepy Hollow Car Show](#)

The car show is on Saturday from 10 AM to 4 PM. Vevay, Indiana

18th – Pitman Pizza Party

The club is invited to the Pitman's house for pizza! Meet at 11:00 at the Speedway station in Lebanon just off I-65 on IN 39 to drive out together. **PLEASE LET ME KNOW IF YOU ARE GOING before 10/10!**

25th - [Halloween Party and Elections](#)

back to the red barn at Jim and Bev Bush's.

November

2nd- Covered Bridge Drive with the Jaguar Club

Meet at Dollar General in Danville 10:00 AM. See email forwarded from me 10/01 for registration information.

6th – Delegate's welcome party

Jo Switzer's house. Club members are asked to provide dishes. Details to come.

7th - [AHCA Delegates' Tour](#) -

8th-9th - AHCA Fall Delegates Meeting

Holiday Inn Indianapolis Airport, 8555 Stansted Road, Indianapolis.

December

6th - Christmas Party, Charbono's Restaurant, Avon. 2:00-5:00 PM.