



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

Bush Barn

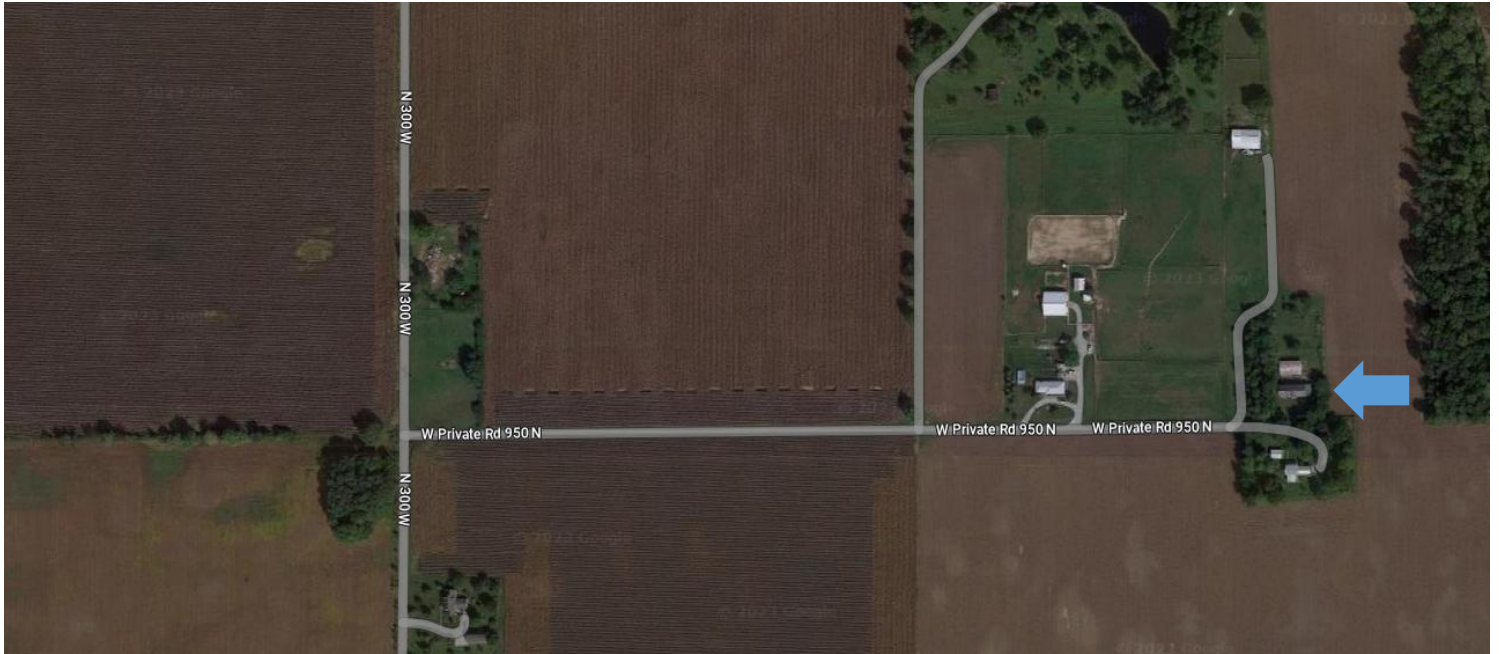
Oct 24th Halloween Party

2:00 - 6:00 PM, Bush Barn, 2583 W PR950 N

Fountaintown, IN 46130

Fried Chicken, bring a side dish

Details to be sent later.



Conclave Notes

I asked our folks who went to Conclave for their feedback on the event:

From Ed & Leanne:

The trip to Conclave started with a stop at the British Car Show near Chicago. We evidently didn't get the complete message that it was just a stop to look and we actually entered the show. There were about 300+ British cars present but only a few Healeys were showing since the Conclave started that afternoon. There were 3 100 Healeys entered and since we left before the awards, which actually got rained out, we found out later that we won our division. This was our first win at any car show so it was a little extra special.

The Barnett's had a fabulous time at Conclave 2026. Even though the rain persisted, it never prevented us from enjoying our Healey, except maybe for the breakfast drive, but we could have done that too. We decided to take the shuttle instead.

The Gimmick rally was LONG. I think 77 miles and 3 hours was a fantasy goal set by the organizers. It took us 103 miles and 6 1/2 hours! We did stop for about an hour for lunch, and had to put the top up for rain. Many drivers gave up but we were determined to fill in EVERY blank on the crossword puzzle, even the 2 spaces that were supposed to be left blank :- (We did have an advantage that Leanne is an avid New Yorker crossword fanatic and it paid off as we won! It was nice that they gave out a plaque for the driver and one for the navigator this year.

The Funkhana was a lot of fun and probably the best one we have participated in yet. We were the first car to go because we had a 30 minute drive to get to the Gymkhana. Ball and cone slalom course was a breeze for us since we do the same on horseback. We would have added a time limit and a requirement to maintain forward motion to make it a little more challenging. The fishing and hockey games were set up well and had different point possibilities to spread out the scores. Both bean bag tosses were also a lot more challenging than they looked. We're not sure how, but we got 2nd place! The only other change I would have done is to have moved it closer to the Gymkhana since there was a less than great turn out and I think a lot more folks would have participated.

The Gymkhana was a BLAST for Ed. This was the 3rd time to participate in an autocross and there was a better understanding of how it worked. The great advice and coaching from everyone was a big help. The first run went well at 36.54 sec, and it became clear that a Big Healey was at a little disadvantage in the tight turns. The general consensus was to start out in 2nd and keep it there but the slow acceleration off the start and after the turns was evident. The 2nd and 3rd runs were almost identical at 31.97 and 31.07 and the 4th run was only a little better at 29.91 sec, so the decision was made to give 1st gear a try on the final run, and it proved to be a better choice. Holding the parking brake (there was a slight

downward slope at the start) bringing up the rpms and flooring it out of the box, with a little tire squeal, gave great acceleration along the first straight to the dogleg, multiple back and forth turns leading into the "box" then through more turns and a slalom to the second straight then into the final dogleg to the finish. The final run was 2 seconds faster at 27.87 sec. The winning time for the division and 4th by .06 sec for all of the Big Healeys! We're sure Donna rolled over more than once :-0

Additionally, we had a pleasant evening drive to the ice cream social and the dinner cruise on the Mississippi was a great time. Overall, we enjoyed every part of the Conclave. The weather wasn't perfect but didn't dampen anyone's spirits. The car ran great for the first time at a Conclave so we were very relieved of that as well. We always enjoy catching up with others we have met in the past and the new friendships we made. We were able to get a few of those nagging questions about the car answered and have a list for this winter's projects. Mostly pulling the transmission and overdrive for a good look over and tune-up.

We can't wait until 2027 in Tahoe!

Also

Pat and Debbie were 2nd in the expert rally

David and Bonnie were 1st in their division at the car show.

Bonnie, Melanie, Pat Duncan, and Bev Sealand were 1st for the Puzzle N' Pour

I think that was all. Pretty good showing for CIAHC 😊

From Pat Douglas:

Well my thoughts are it rained everyday but the event wasn't a rainout. We were all able to get in touring, car show, gymkhana and funkhana without getting soaked. The galena area again provided all sorts of great Healey roads.

The valve cover races provided all the anticipated excitement. My takeaway was David clearly had the fastest six cylinder racer, just needs to get a Hunter four wheel alignment before the next conclave.

It was a bittersweet conclave for Pam and I knowing we won't see our Wisconsin friends very often but so happy we found such a great group here in Central Indiana

From Bonnie:

Melanie and Bonnie teamed up with Bev Sealand and Pat Duncan (both from the New England club) for the Puzzle and Pour event. It turned out to be a winning combination of talent, as each person had a focused area of expertise. In only 40 minutes, they put

together the 300-piece puzzle, 20 minutes ahead of second place. Melanie got a puzzle that we can use at MAC hospitality.

From Jeff Freers:

My thoughts on the Conclave pretty much echo Pat's, the rain was pervasive, but it did not ruin the whole event. Although we didn't place in any of the contests, Jan and I were heartened by the strong showing of CIAHCA across the board. The Central Indiana club made itself proud!

After enduring four days of rain and a nearly four hour drive in it (we had to leave on Thursday morning) we faced another 3 days of rain at the VSCDA Elkhart Lake Historic Race Weekend. Again, the weather was an uncomfortable nuisance, but because unlike the roundy-round guys like NASCAR and INDYCAR, sports car racers run in the rain, it was just that. Unfortunately due to the rain, participation was down from normal levels but those who came and raced, endured. There was just enough of a break in the heavy rain that some spectators, including a couple brave Healey drivers, were able to enjoy the mid-day track touring. A bit surprising given the conditions and while there were numerous single car incidents, the weekend was free of any multiple car shunts.

Overall, car people being the hardy lot that we are, things were damp but not discouraging.

From Pat Bruce:

Sorry for my late homework assignment. Debbie and I enjoyed walking around Galena and visiting the shops and restaurants. We found the Driftless region fascinating and the views amazing. We have been to several sites associated with U. S. Grant and enjoyed the museums in Galena. Debbie and I were one of 6 teams that took up the challenge of the Expert Rally. The rally had Tulip instructions with mileage turns. There was one special instruction, in the absence of an executable instruction turn right at T. A main road instruction. A Left at 2nd opportunity that had a No Outlet road on it. Standard rally trickery. There were several grassy triangle intersections on the Rally that the Rallymasters chose not to use. With mileage turns sooner or later there will be two opportunities to turn that are less than a tenth of a mile apart and you will need to figure which one to take, I chose poorly. That was the difference between 1st and 2nd place.

From Me:

Saturday morning, the rain stopped before we left and met Melanie and Bob north of Zionsville, then met Leanne and Ed near West Lafayette for our drive to Schaumburg. After travelling west of Chicago, we stopped before turning in towards Schaumburg. Knowing we'd get separated in traffic, we all set the destinations in our phone/gps. Brandon and I had printed directions, phone directions, and Garmin directions. Each showed a different route. At that point we were only 24 miles from the hotel, but it took us an hour and a half to get there!

Sunday, we travelled a couple miles north to the Chicago British Auto Festival before heading to Galena. The show had 420 cars with room for at least 1,000. Several of the Healeys there were also travelling to Galena. Ed was nice enough to volunteer me to lead a group on the drive. Kathy's cousin was at the show and gave us simple directions out of town and to US-20 to Galena.

Rain was coming, so we put the top up on the Sprite and set off. Again, the group got separated, and we didn't see each other until we were at the resort. We found that US-20 got it's name from having 20 large bumps per mile until we approached Galena Territories, where it finally smoothed out.

At Eagle Ridge, we got registered, moved into our rooms, then headed to a delicious welcome dinner overlooking Lake Galena.

Monday started with the rallies. Pat and Debbie opted for the expert rally, where they took second place! Leanne and Ed showed their skill by winning the gimmick rally. Brandon and I didn't do as well. After about 40 miles of the rally, we were doing so badly that we opted to change our route and head to Galena for lunch at Durty Gurty's.

Monday afternoon, there was a Sprite only drive. 8 (I think) Sprites set off on a 75-mile drive through the hills along the Mississippi. Since Jeff Porada was leading the group, it was a spirited drive that we finished more quickly than anticipated at the restaurant. Since we arrived early, we had time to chat before the other Conclave folks arrived.

Tuesday morning, the weather was more suited for the BN9s, as thunderstorms then heavy rain stretched all the way to the west side of Nebraska. The rain let up when we drove to the Desoto House in Galena for breakfast. The Galena House was built in 1855 and was the largest hotel in the West at that time. Several famous people have been to the hotel, including Lincoln, who addressed a crowd from the hotel balcony.

Rain continued off and on through the early afternoon, so most of us hung out at the resort until early evening Ice Cream Drive to Mt. Chestnut. Mt. Chestnut is a ski slope looking out towards the Mississippi River. Waiting in line for ice cream, I had a discussion with Clarence Atwood, who lived in Indy in the '70s and remembered Craig Rice and some of the other club members from then.

Wednesday morning was the car show. We had sunshine as we got into town for the show. As we approached the show location, the cars were stopped one at a time in front of the historic train depot for a photo. The show was in a park along the Galena River across from the historic downtown. The sun was soon replaced by clouds and the awards for the show were moved up an hour as rain was again on the way. David Morrison's car took first in class at the show.

As the cars started leaving, the forecast called for a 15% chance of showers. A light drizzle started, then intensified and lasted for hours. Folks cancelled planned drives for the afternoon and hung out at the resort for the valve cover races. David's car was quite quick, but ran into an alignment issue, sending his car into the fence and the competition.

Thursday morning started with thunderstorms and heavy rain which fortunately stopped before people left for the Funkhana and Gymkhana. A few of the cars in the resort parking lot had issues starting after the heavy rains.

We drove to the Gymkhana which ran in a very tight lot favoring the Sprites. Ed was very smooth driving the course, and improved his time on each run, taking first place in class!

Jeff Parada took overall fastest time, despite not having a working clutch!

Thursday evening was the awards banquet at the resort. Another very good meal before the awards were presented. It's a good thing Leanne and Ed trailered to the event so they had room for their 4 awards!

Friday, rain was expected around 10, so Brandon and I left early to get south before it arrived. We escaped the rain at Galena but still hit some going through central Illinois.

Originally, we'd planned a two-day return home, but lack of hotels due to home football games, and having had enough rain helped us decide to drive home in one day. With stops, it was 8 and a half hours from Galena to home on the secondary highways.

While the rain definitely put a damper on some of the extra drives, the cool weather made driving with the hood up and side curtains on much more bearable. Despite the weather, the Conclave (and Galena) was very enjoyable.



The riverboat cruise, our group and Peter Rowland from Austrailia. (Bonnie pic)
 Bonnie and David boarding. Ed tearing up the Gymkhana course. (Bob pics)



Debbie and Pat cutting the rug.

David wins his class at the car show.

Leanne and Ed picking up their rally award.

(Bob pics)



Car show view from the highway.

The scenery was beautiful – when you could see it.

Locals liked to check out the little cars.

(Brandon Pics)



Miscellaneous Meanderings

Preparation continues for our Mid America Classic in May of next year. This is our big event hosting regional clubs in a multi-day gathering. If you haven't been to a MAC event, these are a lot of fun – but take some work by the host club!

If you haven't already seen it, take a look at the flyer for the event on the website <http://www.ciahc.org/midamericaclassic.html>. The registration form link is there.

If you can come and can give any assistance it would greatly help us out. There is a small group that's taking on the major work, but your assistance doesn't have to be a huge effort. It could be helping park cars for the car show, helping to host our guests in hospitality, or a variety of other minor efforts. If you have any items for the auction, you can bring them (if you can't make it, but have items for the auction, let me know and we can pick them up ahead of time).

The motoring season is drawing to a close as cold weather approaches. We still have a few opportunities to get our cars out.

October 3rd at 5:00 is the New Castle Broad Street Cruise-in. This will be new member Jeff Spoor's first public outing for his Sprite. If anyone is interested in heading over for the evening to join him, let me know and we can arrive and park together.

October 10 is the Sleepy Hollow Car Show in Vevay, IN. That's a long drive for a car show, but I plan to stay overnight after the show in Madison to do some checkout for our MAC in May.

There are several other car shows and cars and coffee (trunk or treat) events in October. Check out the calendar on the website (<http://www.ciahc.org/calendar.html>). Still plenty of opportunities to motor.

Our newest member Jeff Spoor has a great story about how he got his Bugeye. When Jeff was in high school, his favorite teacher was Frank Rupe. Frank had multiple Bugeyes over the years and gave Jeff a ride in one. Frank and Jeff have kept in touch with each other over the years since school. Recently Jeff was talking to Frank and asked him if he had taken his Sprite out for a drive during the nice weather. Frank responded that it needed some work and he couldn't do the work on it anymore and his children weren't interested in the car.

Jeff offered to come up and do the necessary wrenching to get it going for him with Frank's supervision. Frank said he'd think about that.

A few days later, Frank called and said why don't you come up and take the car. He wanted the car to go to a good home where it'll be maintained and cared for.

Jeff did the maintenance to get the car back on the road after sitting for several years. Brent stopped by to help with an electrical issue and get the timing/carbs at a good baseline and they fired it up. Jeff has driven it around to do some checkout and plans to take it to the New Castle Broad Street Cruise In for it's initial first outing in his care.

Frank's generosity and caring that the car be maintained is a great story about passing the cars on.

(Jeff tells the story better than I did.)



Jeff, his son Ethan,
and Frank in
Frank's garage.

The chaos of Brandon's engine rebuild continued through September. After Conclave some final tuning was done on the motor and I drove to Cincy to pick it up Friday morning – 3 months after taking it there. That evening Brandon came by and we started work installing it – only to realize the rubber for the engine mounts were still on the dyno 117 miles away in a shop closed for the weekend. Fortunately, Jeff Freers still had an old set – worn, but usable.

Installing the starter with the motor in place is always difficult because the bottom bolt is above the frame and behind the slave cylinder. While we had the engine was part way in, we slapped the starter in place while there was still clearance – only to notice that it was 180

degrees off AFTER mounting the engine! So our time saving idea ended up taking even longer to disconnect the starter, wiggle it around and re-attach.

After getting the motor in place, we attached the exhaust (old one from my Sprite) and noted the mount for the muffler wouldn't work. I had to re-bend the mounting tab on the muffler and jury rig a connection point to one of the bumper bracket bolts.

At the front, Brandon was installing the fan and found it was hitting the crankcase vent 'tank' on the front of the timing chain cover. After a few hours of fiddling with spacers, we switched to another fan and had clearance!

Installing the radiator was a nightmare we knew we'd face. The MK2 Sprite radiator mounts go through 3 pieces of metal (body panels and supports). His car has been crashed and 2 of the three pieces of metal would not line up. After several hours of fighting it, we managed to get the first bolt in place – but it didn't want to thread properly. After a few turns on the bolt, I realized I was putting a fine thread bolt into a coarse thread nut! Fortunately, we could get at the nut with a tap to clean up the threads.

After getting everything hooked up correctly, the motor fired right up. With the exception of one small coolant leak, there were no fluids coming out of the engine! I worry that he'll have a rust problem without the steady drip of oil coating the undercarriage.

Bob Haskell is always looking out for the club's needs. We need a fixer-upper clubhouse like this one to work on our cars:



Two small issues with this one, it's in West Virginia, and it's falling apart.

The August BBQ at the Freers home we recognized the 'Jims' we've lost in the club. Bob went back through the membership lists to 1981 and found 15 Jim's have been in the club. On the Membership tab on the website, he has them listed along with photos of the club Jims from 2004 and 2008. Do any of our longer-term members recognize some of the unidentified ones?

Event Calendar

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 good job keeping it up to date.

October

2nd-4th – Newport Antique Auto Hill Climb, Newport, IN

10th – Sleepy Hollow Car Show, Vevay, IN (and overnight in Madison in prep for MAC)

24th – Graham Rahall Cars and Coffee, Zionsville

24th – Indianapolis Cars and Coffee Trunk or Treat, Lakefront at Keystone

24th - CIAHC Halloween Party, Bush Barn – 2:00 to 6:00

November

6th – AHCA Delegate's Tour, TBD

7th-8th – AHCA Fall Delegate's Meetings, Indianapolis

14th – CIAHC cookie decorating party, Rushville

December

TBD – CIAHC Christmas Dinner