



OVERDRIVE

Sept, 2004

Official Newsletter of the
Central Indiana Austin Healey Club

Vol2004 Iss8



What's Coming Up

Next Meeting: Tues, Sept 21, Logan's Roadhouse, 4825 E 82nd, 598-1347, social at 6:30 pm

Lemon Creek: Sat, Sept 11, at Lemon Creek Winery, Berrien Springs, MI, NIAHCA

British Car Days: Sept 17-19, Indy area, IN Br Car Union

Fall Round-up: Oct 8-9, at Dayton, OH, Miami Valley AHCA

September Fest: Sept 24-25, at Batesville, CIAHCA

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On the cover: The 100M of Ron & Karen Francis at the recent Dayton British Car Day. *Photo: Jim Frakes*

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August came and went. The weather, unless you were in Florida, was nothing short of great, although damp, for Healeying. Unfortunately, we were not able to take advantage of much of the great opportunity. So many family items kept us too busy to enjoy our Healey. Now, once again, September is upon us before we are EVER ready for it.

This Labor Day, Bonnie and I took the Healey out for an AM ride around Morse Reservoir, reviewing the summer flowers last gasp before the fall mums season takes over. The only ones seeming to enjoy the flower's seed heads were the birds, fattening up for the trip south. Even the lake was looking weary with a two-foot drop in recent weeks. Our Healey travels took us to Cicero, where the annual Labor Day Red Bridge Run Hot Rod show was in full swing. We did not enter the Healey as the day was planned around grandkids on the boat, but we could not resist the beckoning of the Hot Rods. From '57 Chevy Nomads to a beautiful '39 Chevy coupe, with the obligatory 350 Chevy chromed to the hilt under the hood, the show had some very nice iron. Ah, but no British on this day. Nonetheless, it was enjoyable for a couple of hours.

Labor Day weekend always signals its time for an annual trek to the Midwest car Mecca, Auburn, IN and the Kruse auction. Bob Haskell and I made the trip with two other friends on Friday. Two big Healeys were for sale by Hyman Ltd of St. Louis in their tent, but not destined for the auction. A red Mk II, looking pretty good, maybe an eight out of ten, with no price listed, showed well. A Healey Blue 100-6, nice paint, again looking pretty good, but more likely a seven, was priced at \$26,900, quite a high price for a 100-6 in this condition. A very nice OEW Bugeye also was available in the lot with a sign that said it had \$40,000 in receipts for the restoration. It was very nice, but what will it go for ?? On Friday, the total cars for sale in the lots seemed very light to me, with a lot of empty spaces, especially in the south lot and the tents to the east. On Saturday, Ron Francis and Gene Marinacci went with another friend and felt it was packed! On Sunday, Doug and I went back with Doug's grandpa and cousin and found it had picked up dramatically over the two days. For the weekend, my hands stayed mostly in my pockets (there was nothing in there to spend). We saw some very nice cars, but the lack of British iron was dramatic. A very nice XK150, silver and in great shape, went for \$66,000. The muscle cars abounded, even a Camaro, reportedly one of a kind built for a GM Executive, was expected to go for nearly a \$ million. It looked like a normal Camaro to me, but I never was a GM fan.

The next six weeks is the prime of our fall Healey season. I urge you to take advantage of the nice weather, fall colors, and maybe even lower fuel costs (\$ 1.65/ gal this AM). Reminders of upcoming events: Northern Indiana Lemon Creek Winery, Sept 11th; Indy British Motor Days, Sept 19th, in Brownsburg; September Fest 2004 in Batesville Sept 24, 25th (Have you registered yet with the Hotel?); and Fall Round-up in Dayton, October 8th and 9th.

Right: Love at first sight for the Seaworld mascot during Conclave Texas 2004.

Photo: Jim Frakes



August Meeting Minutes

Date and Place: Aug 17, 2004, at Logan's Roadhouse

Attendees: Craig & Sue Rice, David Broyles, Brent & Robyn Porter, Bruce & Charlene Gilham, John Mann, Jon Monies, Jim & Sandra Burck, Melanie & Bob Haskell, Roy Bowman, Jim Frakes, Dick Storrs, Paul Imel, Brian Jones and guest, Jeff Huffman

After a social hour, Jim Frakes called us to order at about 7:35 pm, welcoming new member, Brian Jones, with his guest, brother-in-law Jeff.

July Meeting Minutes – were approved as published in *OVERDRIVE*.

Treasurer/Membership - Craig Rice reported on our balance of funds and our membership increase to 61. He stated that he still has three of the 2' x 4' Club banners to offer for sale at \$50 each.

Dayton British Car Day 2004 - Jim Frakes described this Aug 7th show, attended also by Doug, which attracted about 300 British cars, including the Healeys of Ron Francis and Gene Marinacci, pictured below. Ron's 100M received an Award of Excellence.

Calendar - Coming up are NIAHC's Lemon Creek British Car Field Day, Sept 11; IN BC Union's British Car Days, Sept 17-19 in Brownsburg; our event September Fest, Sept 24-25 in Batesville; and the Miami Valley AHC's Fall Round-Up, Oct 8-9.

September Fest - For event regalia, the Club will offer khaki caps with an Austin Healey logo design. We discussed providing dash souvenir dash plaques as a favor item to registrants. Dick Storrs and Jim will plan the rally/tour event. Brent Porter, the auction master, asked us to be thinking about items to donate for the silent auction.

Other Club Business - TECH SESSION - Jim Burck announced that he will host a session on Thurs, Aug 26th, at 6:00 pm at his address to repair the turn lights and flasher unit on his Healey 100. Roy Bowman said he would send out a notice to the members.

Next Meeting Place - Our Sept 21st meeting place will again be Logan's Roadhouse. We then adjourned at about 8:35 pm.



Above left: At the recent tech session at the Burcks, Bob Haskell is checking out the wiring down under as Jim Frakes, Dick Buis, and Jim Burck lend a hand. Also present were Roy Bowman, Craig Rice and Brent Porter. The turn light problem appeared to be a short in the long wire stretching underneath from the left front to left rear of the car.

Above Right: Gene Marinacci proudly displays his 100 at the Dayton British Car Day. *Photo: Jim Frakes*

James Dean and the 550 Spyder

The Porsche 550 Spyder was a groundbreaking auto design for Porsche, representing the first Porsche car developed solely for racing. The previously launched sports model, the 356 Speedster, while popular as a sports car in competition, was developed and sold as a production street car. Years before, the Volkswagon ("people's car"), created by Dr. Ferdinand Porsche, emphasized reducing size and weight and utilized a 4-cyl air cooled engine, positioned behind the cab. His son, Ferry, continued this design philosophy in his own creations, the 356, and the 550, introduced in 1953. The Spyder was quick, light and nimble with an aluminum skin, a no frills cockpit and the air cooled engine, placed mid-chassis.

With the racing success of the 550 Spyder, especially in its 1500cc class, the Porsche name became quickly recognized, thereby increasing sales and popularity in the mid-50s of its more accessible 356 street model. But only 90 of the 550 model were made (with 78 sold outside) and 34 of the later 550A model. Thus, a 550 Spyder was very difficult to obtain in the US, even if one could afford the then sizable \$7,000 price.



Below: The 550 Spyder resplendent in 1954 La Carrera Panamericana colors with higher rear fins for aero stability. The Mexican road race, about 1900 miles in length, was run 1949-1954 to promote the opening of the Pan American Highway through Mexico. **Two Healey prototype 100Ss were entered in '54 for Carroll Shelby/Roy Jackson-Moore and Lance Macklin/Donald Healey, but neither finished.**

Bottom left: Ferry Porsche posing with a 356 Speedster. The model '356' and '550' designations were the internal serial numbers of the Porsche engineering projects.



Racing Highlights

550

1953 Le Mans – 1st in class
 1953 Carrera Panamericana – 1st and 2nd in class
 1954 Carrera Panamericana – 1st, 2nd, and 4th in class; 3rd and 4th overall

1954 Mille Miglia – 6th overall
 1954 Le Mans – 1st in class
 1955 Le Mans – 1st in class; 4th, 5th, and 6th overall;
 Index of Performance

550A

1956 Le Mans – 1st in class; 5th overall
 1956 Targa Florio – 1st overall

James Byron Dean was born February 8, 1931 in Marion, IN, moved to nearby Fairmount in 1933, and to Los Angeles at age 5. However, he returned to Indiana in 1940 to live with his aunt near Fairmount, after his mother passed away. Upon graduating from Fairmount High in 1949, he studied acting in Los Angeles and New York, occasionally appearing in minor roles in films, TV, and plays with a couple of more important roles in 1952-1954 on Broadway. In 1954, he had a screen test at Warner Brothers and was selected (over Paul Newman!) for the major role of Cal Trask in the film *East of Eden*. With this expected screen success and more TV appearances, he celebrated by buying his first Porsche, a 356 Speedster, and finished 2nd in the road races in Palm Springs in late March, 1955. *continued on page 5*

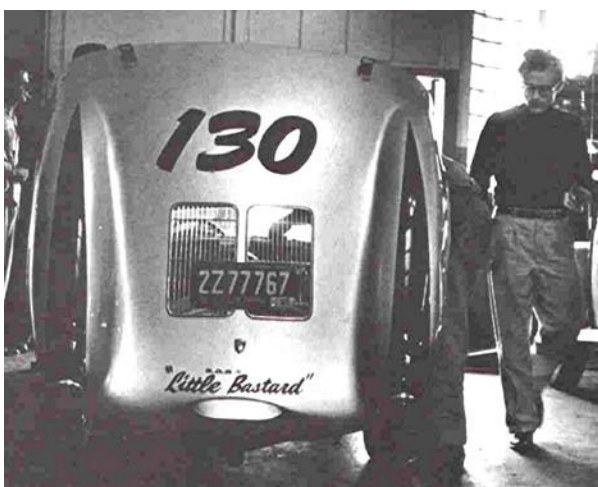


But there was little time to celebrate, as he, shortly before *Eden* was released nationwide, began filming *Rebel Without A Cause*, and then followed that by joining the production of *Giant*. However, during May, he did manage to sneak in a couple of additional road races at Bakersfield, winning his class, and at Santa Barbara. As *Giant* ended in late September, Dean bought his 550 Spyder, planning to take a break and enjoy his new Porsche passion.

However, on Friday, September 30, 1955, he and his mechanic, Rolf Wutherich, driving up to the Salinas sports car races in the Spyder, were struck head-on by the Ford of student Donald Turnupseed, as Turnupseed angled off of hwy 466 onto hwy 41. Rolf, thrown free, survived, but Dean was killed almost instantly. He was subsequently buried in Fairmount with a reported 3000 people attending, and *Rebel* and *Giant* were released later in 1955 and 1956, respectively.

Dean's career as a film star was as spectacular as it was brief, in just three features over a little more than a year. As his biographer, James Hyams, put it in *Little Boy Lost*:

There is no simple explanation as for why he has come to mean so much to so many people today. Perhaps it is because, in his acting, he had the intuitive talent for expressing the hopes and fears that are part of all young people...In some movie magic way, he managed to dramatize brilliantly the questions every young person in every generation must resolve.



**James Dean's Porsche
("Little Bastard")**

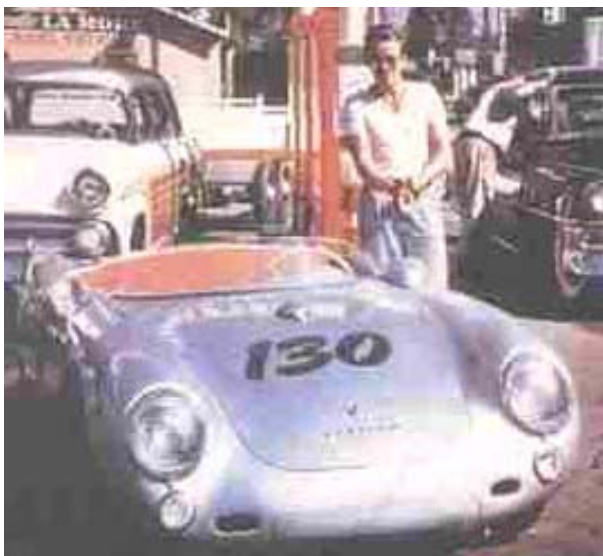
Model Spyder, 550/1500RS
 Engine 4-cam, air-cooled
 4-cylinder, 1498cc
 Serial# 550-0055
 Engine# 90059
 Gear Box# 10046
 Weight 1210 lbs

Top left: Dean was **not** auditioning for a part in the movie *Hoosiers*. Rather, he played varsity basketball for the Fairmount Quakers.

Mid Left: Inspecting the setup underneath the rear bonnet of his new Spyder at John von Neumann's Competition Motors in North Hollywood.

Bottom left: Preparing to leave after stopping for gas along the way toward Salinas, the afternoon of Sept 30, 1955.

Bottom right: Newly relocated along I69 at exit 59, the James Dean Gallery houses the world's largest collection of Dean memorabilia, including a 550 Spyder replica and a 35-seat movie theater. Definitely worth a visit !



Sources: www.zoospeed.com/history ;
www.4wheelsect.com/info/TMShistory ;
www.angelfire.com/in4/jamesdean/ ;
www.porsche964.co.uk/history/ferdbio ;
www.jamesdeangallery.com ;
www.jamesdean.com



Jan 2004

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	X	21	22	23	24
25	26	27	28	29	30	31

Feb 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
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15	16	X	18	19	20	21
22	23	24	25	26	27	28
29						

Mar 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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7	8	9	10	11	12	13
14	15	X	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Apr 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
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25	26	27	28	29	30	

May 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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23	24	25	26	27	28	29
30	31					

Jun 2004

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

Jul 2004

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	X	21	22	23	24
25	26	27	28	29	30	31

Aug 2004

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

Sept 2004

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	X	22	23	24	25
26	27	28	29	30		

Sept 11 Lemon Creek
 17-19 British Car Days
 24-25 September Fest

Oct 2004

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	X	20	21	22	23
24	25	26	27	28	29	30
31						

Oct 8-9 Fall Roundup
 9-10 Abingdon Trials

Nov 2004

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

Dec 2004

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	

Dec 4 Xmas Party (tentative)