

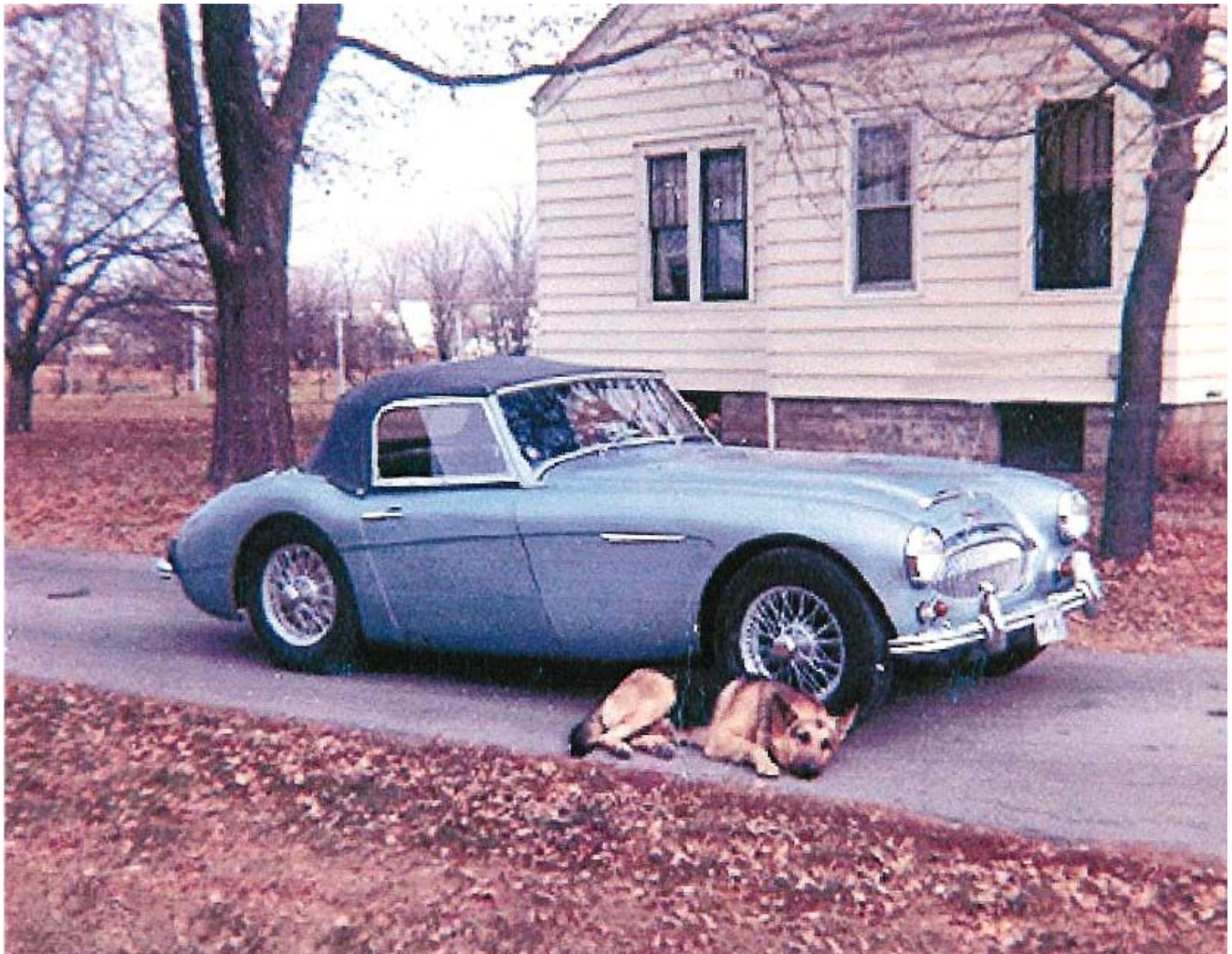


OVERDRIVE

Sept, 2005

Official Newsletter of the
Central Indiana Austin Healey Club

Vol2005 Iss8



What's Coming Up

Next Meeting: Tues, Sept 20, MCL Cafeteria, 3630 South East St, 780-1625, 6:30 pm

Lemon Creek Brit Car Field Day: Sat, Sept 10, sponsored by NIAHCA, Lemon Creek Winery, near Berrien Springs, MI, forms available

SeptemberFest 2005: Sept 23-24, sponsored by CIAHCA, Crawfordsville, IN

Indy Brit Motor Days: Sept 23-25 sponsored by IN Brit Car Union, show on the 25th at Eagle Creek Park

On the cover: *Thor and the Tri-Carb* - at home in Bluffton, IN from Western Michigan University, circa 1965.

Photo: Byrl Bowman, Portage, MI

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AH Club of America

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

Mr. Healey's Neighborhood

Central IN AHC

<http://home.earthlink.net/~ciahc/>

Bluegrass AHC

www.bluegrassclub.com

Midwest Region AHC

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

Ohio Valley AHC

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

IN British Car Union

www.ibcu.org

President's Page

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"And a good time was had by all!" That is how I would describe our first annual, nationwide Ice Cream Social on August 28th. Seventeen clubs reported attending with around 115 Healeys and nearly 300 people. I believe there is a plan in place for an event next year. Our group, led by Dick and Sherry Storrs, followed by Bruce and Charlene Gilham and Jim Frakes and his nephew Tom Ashcraft from Marshall, IL, came from the NE side. We met in Carmel and toured some nice back streets most people never see of Indy. Just after Broad Ripple along the canal, Roy Bowman joined us for the rest of the trip. I hope you will join us next year.

Labor Day weekend, our annual celebration of the formal end of summer, was one of the greatest weather wise I have seen in several years. Clear skies, sunshine, cool mornings and warm afternoons. It was a tough choice between the Healey and the boat, and I threw in Doug's new GT Mustang convertible for good measure. I hope your Healey got a little exercise.

Friday, Bob Haskell and my friend Roger Halliburton (nice '59 TR3) rode with me to Auburn for the annual car auction. At lunch, we joined up with Dick Storrs, Ron Francis, Gene Marinacci and some other friends before wearing ourselves out looking at some great, and some not so great, cars for sale. A fun time, but no cars were purchased!

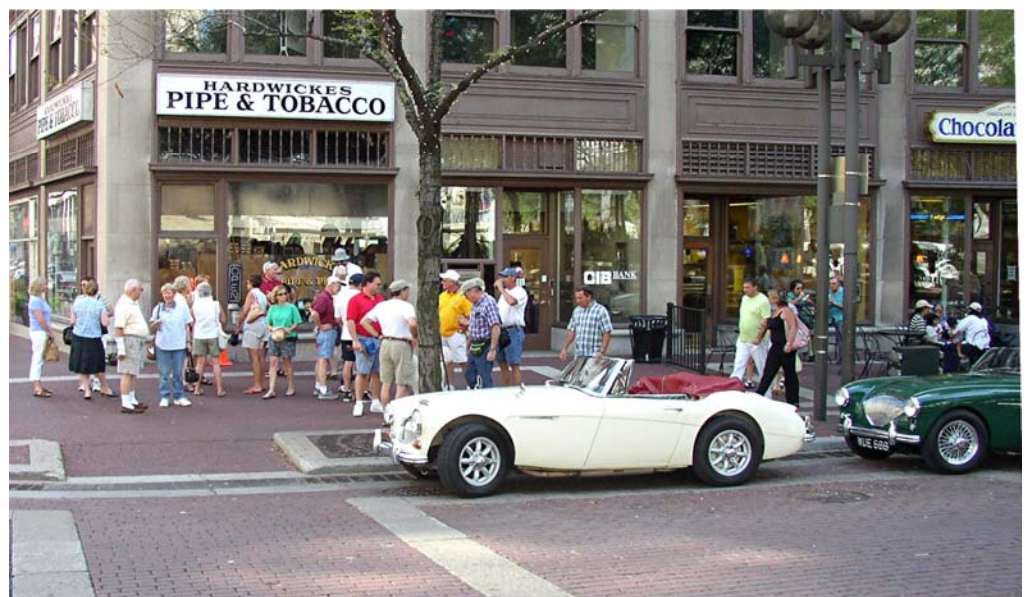
Ron Francis and Gene Marinacci made it to the Noblesville Square Saturday night to display their Healeys along with a host of American Iron. Jon Monies and Bob Haskell met Melanie and Joanie also there for dinner, after a trip to Northern Indiana to pick up yet another Bugeye shell! The Noblesville Square Saturday night display will continue well into October, so come on out sometime, even in a BJ9.

Ron and Gene participated in the Labor Day Red Bridge Car Show in Cicero, on Lake Morse. It is a heavy hot rod show, with theirs being the only British, along with one lone Porsche.

Northern Indiana's Lemon Creek Winery event is this weekend and I hope to go, but final plans are not yet made. See you on September 20th at the MCL in Southern Plaza and at SeptemberFest on Sept 23rd in Crawfordsville.

Jim

Right: CIAHCA had a turnout of 13 member cars and 28 members and guests for the National Healey Ice Cream Social at the South Bend Chocolate Factory downtown on the Circle on Sunday, Aug 28. We had great ice cream and a great time together!



August Meeting Minutes

Date and Place: Aug 16, 2005 at Logan’s Roadhouse

Attendees: Jim Alderson, Roy Bowman, David Broyles, Dick & Ruth Buis, Jim & Sandy Burck, Jim Bush, Bill Coan & Sandy Ferguson, Jim Frakes, Margaret Finzen, Bruce & Charlene Gilham, Bob & Melanie Haskell, John Mann, Jerry Miller, Jon Monies, Brent Porter & Robyn Porter, Craig Rice, Dick Storrs

After a social hour and dinner, Jim Frakes called us to order at 7:35 pm. Jim welcomed members and guests. Cars reported in progress are Alderson’s BN1 getting its engine, Manns’ ready for painting, and Burcks’, which is running, for its upholstery.

July meeting minutes - were approved as published in OVERDRIVE.

Treasurer/Membership – Craig Rice reported on the balance of funds and that the membership is now 65.

Delegates Report – no report

Calendar – Jim Frakes announced our upcoming participation in the nationwide Ice Cream Social on Aug 28th. We will venture to a location downtown with Jon Monies - South, Bob Haskell - NW, Dick Storrs - NE, and Brent Porter - SE coordinating with members in their respective areas. NIAHCA’s Lemon Creek event is coming up on Sept 10th.

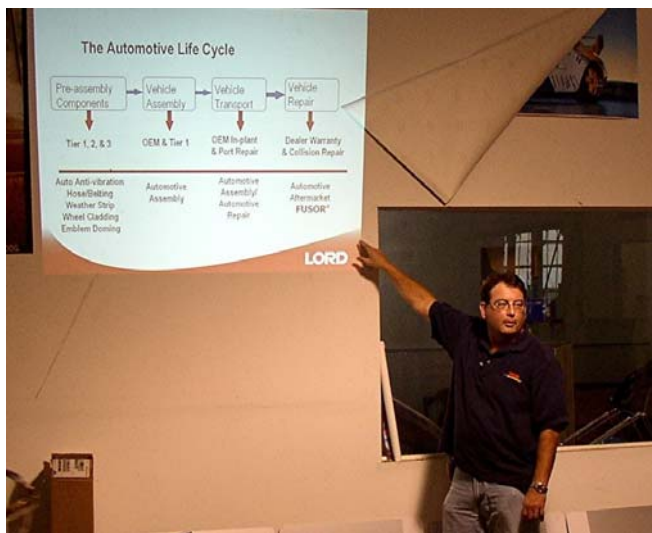
SeptemberFest 2005 - Sept 23-24. Jim Frakes announced that the Ramada Inn is secured as the host hotel in Crawfordsville. Ruth Buis is planning to have a meat and cheese tray for hospitality and asks members to bring a dish or other suitable pitch-in item. Dick will get the drinks. The car show will be Sat morning at the Ropkey Military Museum with Dick Storrs’ rally/tour following. Miller’s Catering will cater the BBQ pork dinner later at the Ropkey. Auction master Brent Porter asks that members think about an item to provide for the auction.

Tech Sessions - Bill Coan will have a follow-up tech session for his 100M soon at his home.

We adjourned about 8:45 pm. Next meeting Sept 20 at MCL Cafeteria in the area of Southland Plaza.

Below left: Willie Miller, regional sales representative for Fusor, a division of Lord Corp, gave an interesting and wide ranging presentation of his company’s products for automotive structural application at Dick Lutin’s business, ACS Sign Systems, on August 4th.

Below right: Host Dick Lutin, in the light shirt, leans up against his recently restored BJ8 while intently listening to Miller’s presentation. Dick has successfully utilized some Fusor automotive adhesives in his restoration.



BMC fields a multi-car big Healey rallye team for the first time

Healey 100s had appeared in occasional major European rallyes since the early 50s, most often as individual entries in the hands of privateers. Starting in late 1957, and then in 1958, British Motor Corporation entered a single corporate-owned car, until it decided on a new strategy beginning with the 1958 Alpine Rallye. To celebrate the movement of 100-6 production to Longbridge, it put forth a full corporate effort by fielding a team of five 100-6s, in the hands of experienced teams of drivers, two of which were all women, together with two Bugeye Sprites. In one of the severest tests of both human and machine, the Alpine comprised a distance of nearly 2400 miles, for five days, over some of the most rugged mountains imaginable in both the Alps and the Dolomites.



Top Left : Team Leader John Gott and co-driver Chris Tooley leave the starting ramp at Marseilles. They were 4th overall, leading their class, and unpenalized, when a broken rear hub put them out in the final stage. (See the classic Gott quote below!)

Top right: Pat Moss, sister of the legendary Sir Sterling Moss, made her big Healey debut in this event with co-driver Ann Wisdom. They are seen here zipping through the scenic *col du Galvia* on their way to a finish of 10th overall, 4th in class, and winners of the Ladies Cup!



Right: Jack Sears and co-driver Sam Moore charge up the famed *Stelvio Pass*. Note the pattern of hairpins forming a series of steps up the mountainside. He suffered a collision with another competitor, damaging the steering, but managed to finish 11th overall and 5th in class.

Below left: Alpine veteran and '56 and '57 European Rallye Ladies Champ Nancy Mitchell (L), with Gillian Wilton-Clark, had the loan of BMC Vice-Chairman George Harrison's personal car for the Rallye. A navigational mistake cost them a coveted Alpine Cup (a penalty free run), but they finished 12th overall and 6th in class.



Below right: Bill Shepherd and co-driver John Williamson proudly display their Alpine Cup. In addition to being penalty free, they enjoyed the best finish among the Healeys, 7th overall and 2nd in class.

What travails could await these intrepid participants in this event? In Gott's own words: "We were descending the Cayole and were over the worst of it... Then quite unexpectedly the whole panorama started to revolve around. Chris nearly fell out of the car and immediately blamed me for clouting a bridge... Something suddenly crashed down onto the hardtop, bounced onto the bonnet and bowled off down the road. I thought that perhaps there was an avalanche coming down, but...we realized there was no avalanche, and the big lump that had fallen on the car was the rear wheel....The rear wheel had come off, overtaken us,... bowled its way up the mountainside, and then fallen back onto the road again and hit us. Closer examination revealed that the hub spline had fractured right off."

Sources: *The Works Big Healeys* by Peter Browning; *Les Healey dans les Alpes*, by Herve Chevalier (including photos)