



August, 2009

Official Newsletter of the Central Indiana Austin-Healey Club Vol2009 Issue 8

Overdrive

From the President:

Last month we described our trip to Kingston and Conclave 2009, this month we hope to give you an insight about the Conclave itself. Arrival at the Ambassador Hotel went well with a few check-in delays, but registration was smooth and lots of friends to greet and talk to. Healeys everywhere, including AHX 14, the 14th Healey produced (pre-production). This is the same car that was at our 2000 Conclave, where it made its debut after a complete restoration.

Monday was track day at the Shannonville race track or a relaxing self tour of the City or countryside, which most of our Hoosier crew did. The race track event was the site of the Gymkhana and Funkhana, but until noon, a special event was driving the track with a professional driver in charge and then taking over for some hot laps with the pro driver alongside. My driver was Michael Salter, who has several times competed in the Newfoundland Rallye with AHX 12; with the car very much modified to suit rallying. While he drove, my BJ8 saw RPMs it had not seen before. When my turn came, I tried to duplicate his style and RP M's, but at least I had fun. Gymkhana was a test of four timed laps around the 2.2 mile track, with the middle two compared for consistency; interesting. Funkhana was a timed event with a series of stops where the co-driver had to make attempts at different pseudo sports such as golf, basketball, hockey, etc. The Ladies Tea was also in the afternoon which I think some attended.

Tuesday's car show downtown at the park went very smoothly, getting all of about 190 cars parked in their proper classes in a shady Kingston Park, near Lake Ontario. It was close enough many people walked to the lake or just enjoyed talking to friends and looking at Healeys. I volunteered to be a Concours Judge and did not get to see all of the show cars, as my team took on two cars for the day.

Continued on page 4.

Pittsburgh Vintage Grand Prix

By Dewey Poskon

As someone who grew up in the Pittsburgh, Pennsylvania area, my trips back east throughout most of my adult years have usually been centered around family functions that have included weddings, reunions and, unfortunately, the occasional funeral of a family member or childhood friend. As the city and its surrounding areas during my youth were most definitely defined by the Monongahela, Allegheny and Ohio Rivers along with the hills that would rapidly rise from each river's banks, buffered only by the railroad tracks and countless steel mills and the supporting industries, the memories I have of those years more often than not tend to bring a grin to my face as to time and place whenever I am back to the land of my youth. And, over the years, even the drives back to the Steel City have evolved into stretching my Cats on mostly two lane roads such as US 36, and US 40 as well as other state and county roads.

But this July, while not its first trip of any significance, my red 1964 Austin Healey 3000 MkIII became part of a memory that not only included the drive to Pittsburgh and back, but introduced the Big Healey, and me, to a star studded show of timeless classic cars and their owners. And, it let my re-born BJ8 rub elbows with a grand bunch of British automobiles during the 27th Pittsburgh Vintage Grand Prix weekend of July 18th and 19th in Pittsburgh's Schenley Park, located about a nine iron away from the University of Pittsburgh's Cathedral of Learning skyscraper in the Oakland District.

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Next Meeting

August 13th, 6:30 PM at a Logan's Roadhouse, 4825 East 82nd Street, Indianapolis. (317) 598-1347.

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Mr. Healey's Neighborhood

Central Indiana AHC

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

Bluegrass AHC

<http://www.bluegrassclub.com>

Northern Indiana AHC

<http://web.mac.com/amalin>

Midwest Region 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

We had our first flat tire in the Healey a week ago. We drove it to a wedding and when we came out to go to the reception, we found that the left rear tire was flat. I tried using the original jack, but the car slipped off the jack because of the uneven ground. With a borrowed scissors jack, the spare was quickly installed. After putting some air in the tire at home, I found that the air was leaking out around the valve stem. I found a replacement tube at Tractor Supply, but now need to find a shop to do the work.

On July 12th, Melanie and I drove down to Aurora to meet the Healey caravan traveling from Cincinnati to Rising Sun for the 13th annual Shiner Pride Car Show. The weather was great and there were over 400 cars including our eleven Healeys.

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

Bob

July 2009 Meeting Minutes

7/9/2009 at Oaken Barrel

Jim Frakes called the meeting to order.

Attending were Craig and Sue Rice, John Mann, Jim Bush, Dick and Ruth Buis, Norm and Suzy Schoppenhorst, Jim and Sandy Burck, Jim Frakes, Bruce and Barbara Watson, David Broyles, Bob and Melanie Haskell, Patrick Bruce, Paul Imel, Jim Alderson, and Steve Berenyi.

Overdrive meetings minutes accepted as published in the Overdrive.

Membership report from Craig Rice-62 members for 2009.

Recent Events:

Notes from Conclave 2009

Craig and Sue Rice, John Mann, Dick and Ruth Buis, Jim and Sandy Burck, Jim Frakes, Bob and Melanie Haskell, Jim and Jo Switzer, and Dick Storrs traveled to Kingston for Conclave. We had rain on the way out. On the way back, we hit heavy rain on the Thruway a couple of miles before Geneva, NY. Jim Frakes and Rices (on an alternate route) had to make quick stops to put their tops up. We drove approximately 2000 miles and had very few car problems.

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Business Meeting Minutes cont'd

Continued from page 2.

Jim Frakes went to the track event. He took some laps in his car. The boat trip was excellent. The Spirits Tour at the Fort included Brandy and Grog tasting. There were lots of nice cars.

Craig Rice reported that he had plenty of time to find leaks in his car while Sue was driving. He found condensation on the shroud drips when the car hits a bump.

Central Indiana awards:

Rice 1st in 100 class

Switzer 1st in Some Other British for their MGB

Mann 2nd in Roadster 100/6 BN4

John thought the tire gel Bob H put on his tires helped him win. He also thought that Kathy and Melanie were troopers for riding in their cars without windows. Bob says Melanie decides when the windows go in.

The Conclave 09 website has pictures from Conclave including some of Jim Frakes' pictures.

Conclave 2010 is at a Galena, Illinois golf resort July 11th - 15th. Most of the events are at the resort. There will be houses for rent. There is no final decision for Conclave 2011.

Future Events:

July 12th car show in Rising Sun Indiana

July 17 & 18 car auction at Indiana Downs

Ice Cream Social is on Sunday August 30th at Frakes house. Bring you swim suit if you want to ride on the (250 HP) Jet Ski.

August 29th Fishers Car Show at Tom Weaver Memorial Complex

September 19–20 British Motor Days

We need a place for the August meeting.

Tech Sessions

Bruce Watson – will need a session to install rear axle seals. Paul Imel is collecting nuts and bolts to re-install motor. Both of Jim Alderson's cars are running (100 and BJ8).

Craig Rice has DVDs of the 1958 Alpine Rally for sale. The DVDs are 29 minutes and include color and audio.

SeptemberFest, September 25-27th, in Rushville

Gilhams and Watsons have registered. There are 3 hotel reservations. Dash plaques need a new logo. We need to talk to the women who did regalia for Conclave to see if she will do regalia for SeptemberFest.

Assignments are unchanged except that Jim Bush is doing Regalia.

Meeting adjourned.

From the President continued:

Continued from page 1.

The first was very early BJ7, belonging to a young couple who had just finished the car, drove it from New

Jersey to attend their first Conclave, had a great time on the race track on Monday, cleaned it up on Monday night, and had it judged on Tuesday, coming out with a silver award. Many people met them through the week and were happy to see such an enthusiastic couple.

Tuesday evening, many of us took the boat trip up the St. Lawrence River for a very scenic tour of the 1000 Islands area. Dick Storrs had made the trip up from Carmel and joined the group along with Haskells, Burcks, Buis', Rices and Switzers. Scenic is too short of a word. Some islands had houses that covered 85% of the entire island. The water apparently does not rise and fall much as the water line was right within 10 yards of the house. Lots of great pictures that are available for all to see and well worth the trip.



Wednesday started with a Canadian Breakfast Buffet that was very good, followed by awards and talks by Ann Wisdom Riley, Peter Riley, and John Sprinzel. Tours on your own was the planned event of the day. Dick Storrs and I headed off to Prince Edward Island for a leisurely tour, stopping at a local, very quaint winery on a hill overlooking Lake Ontario for lunch and later a larger winery where we picked up a couple bottles for the rest of the group to try that evening at the hospitality room.



Wednesday evening, several of us drove our cars through downtown to attend the Spirits of Ft Henry Tour. All the Healeys were gathered in a circle inside the Fort, a wonderful photo opportunity, followed by a taste of the Spirits that were provided as rations for the soldiers during the active days of the Fort. It was very interesting as we learned the English liked their rum where the French preferred their brandy. The Indians also liked the brandy and were therefore more friendly to the French. Grog, a name I had heard of but never tasted (and now I know Why!), was also served in the morning and afternoon to the troops. It is a combination of water, rum and lime juice (citric acid) to keep the soldiers from getting scurvy.

Thursday, as usual, was Rallye day and my navigator was Gary Feldman (NE Ohio). It did not take long for us to decide this was a touring rallye for us, and tour we did. Most interesting was the one of the series of locks built to connect Ottawa, the Capitol, with Kingston. It is only used today as touring locks, but in its day was an important waterway.

Thursday evenings awards dinner was pleasantly short since several awards were given on Wednesday's breakfast. The meal was excellent and service was great. Dick Storrs and I sat with some interesting couples and enjoyed meeting new people. Awards were a great surprise for Central Indiana with the Switzer's taking 1st in SOB's, Mann's taking a well deserved 2nd in 100-6's (Mann's wish to thank Haskell for the tire gel), and Rice's taking first in the 100 class as well as a 1st in the green class kids choice award.



Heading home started with a quick trip back across the ferries to Wolfe Island and on to New York. At Syracuse we stopped for lunch, and even though the clouds looked ominous, I left the top down. About 50 more miles, the very close lightning and thunder convinced me to pull over for a quick top up. Too Late!

That was the fastest I ever put a top up, but I was soaked! Mann's car coughed and sputtered through the gully washer but all made it to a rest stop, where the rain had subsided. We all agreed it was one of the worst we had seen. The Rice's had headed on South into Pennsylvania and reported they had a worse time, as it rained most of the way. The rest of the trip was uneventful and the top was down again. A short spurt of rain was felt in Western Ohio, but the trailing group saw none and wondered what I had been drinking.

Great trip, great friends, join us for a nice drive to Galena in 2010!

Jim

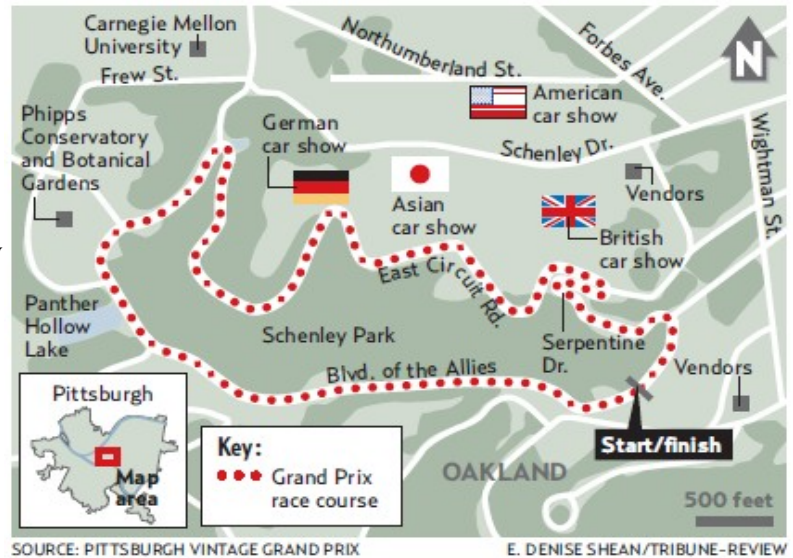
Pittsburgh Vintage Grand Prix

Continued from page 1.

The race track itself is part of public and park roads that I roamed back in the 60's in my 58 MGA 1500. John Schisler, Chief of Photography for the Pittsburgh Tribune-Review granted me permission to use their map of the 2.33 mile track with 26 turns and 32 corners. But as you look at the race track, what you can't see are the hills, dips and granite walls that make up the track along with the "crowned" streets for water drainage which created unusual grooves for the drivers in turns and corners. Like a kid in a candy store for the first time, I spent most of Saturday running around the different areas of the track watching the practice laps for all classes and various heat runs for Sunday's positions. On Sunday, when not in the paddock area viewing the many different race cars, I spent most of my time with the Pittsburgh Jaguar Club's Treasurer, Jack Terrick from Jeannette, Pa, who not only owns a Series 1 British Racing Green Jaguar E-Type Coupe, but an Austin Healey that he's been "redoing" forever.

Saturday's British Car Show hosted by the Pittsburgh's Triumph Club was huge. Just about every kind of British car you can think of was represented and throughout Schenley Park's public golf course, which included the track, all makes and model of just about every country's vehicles were represented.....actually too much to consume during my first time visit. Oh, and by the way, the BJ8 owned by yours truly, surprisingly took "2nd place in Class" during Saturday's popular show, voters being only those British car owners registered for the Saturday event.

I'm tempted to put a tape recorder in the garage to see if the Healey brags to the 68 Jaguar E-Type OTS about the awesome drive to Pittsburgh



and back along with the British Car Show 2nd place, the Saturday and Sunday races along with elegant pageantry of the PVGP's 27th event with its six figure crowds. And come to think of it, as I look at the Healey from the front, I'd swear the grill appears to have a bigger and broader smile than before....

Images from Rising Sun:



Tech Sessions

None planned at the moment. Contact Jim Frakes to schedule one.

Progress

Bob Haskell and Jim Frakes pulled the Toyota 5 speed out of Jim's 100-Six to determine why the clutch was slipping. They found that the gearbox oil was leaking at the lower section of the front cover. Jim made a gasket and installed a new seal. Replaced the clutch and pressure plate and Bob came over the next weekend to help reinstall the gearbox.

January 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	B	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

March 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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29	30	31				

May 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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31						

July 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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September 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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27	28	29	30			

November 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
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29	30					

February 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
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15	16	17	18	B	20	21
22	23	24	25	26	27	28

April 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
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June 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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28	29	30				

August 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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30	31					

October 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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December 2009

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
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27	28	29	30	31		

January 8th Business Meeting

February 15th Daytona Party
 February 19th Business Meeting
 February 22nd British Car Swap Meet
 (Chicago)

March 12th Business MeetingApril 9th Business Meeting

May 12th Business Meeting
 May 14th - 17th SpringThing 2009
 May 15th - 17th Carlisle Import Car
 Show (Carlisle, PA)
 May 23rd - 25th Champagne British
 Car Festival (Champaign, IL)

June 5th - 6th British Bash (Louisville)
 June 11th Business Meeting
 June 21st - 26th Conclave (Kingston,
 ON)

July 9th Business Meeting
 July 12th Rising Sun
 August 13th Business Meeting
 August 28-30th Ice Cream Social

September 10th Business Meeting
 September 12th Lemon Creek
 September 17th - 20th SE Classic
 September 19th - 20th Indy British
 September 25th - 27th Septemberfest

October 8th Business MeetingNovember 12th Business Meeting