



October, 2009

Official Newsletter of the Central Indiana Austin-Healey Club Vol2009 Issue 10

Overdrive

From the President:

September proved to be even more Healey driving events than we expected. Healeys of the Haskell's and Frakes', and the BJ9 of the Switzer's, (MGB is sick) drove up to South Bend on Friday night and had a nice dinner with a contingent from the Northern Indiana AHC: Eslingers, Summers, Overlys, Freers and Malins at a Notre Dame campus Pub. Saturday dawned crisp and clear for a leisurely ride to the Lemon Creek Winery, along side the St. Joe River. Very Nice! Northern Indiana always puts on a good British Car Show with numerous great cars, a good lunch, some really good music, significant awards, prizes from the raffle ticket fund raiser, oh, and did I mention some very delicious wine from the Lemon Creek Winery. An evening drive was very cool by the time we returned home.

Utah was next up with the much anticipated "Healeys return to Bonneville". Jim Frakes (Doug could not make it), Melanie and Bob Haskell flew to Salt Lake City on Tuesday. Arriving there with plenty of time to spare, we visited the Mormon Temple property, a highly recommended tourist attraction. The grounds are well kept and full of very beautiful flowers surrounding the entire campus. This is the heart of Salt Lake City, the spot where the Mormons decided to build their congregation after leaving Illinois. The original Temple building is not available for visiting, but the Tabernacle is freely open and an organ performance is free at noon each day. Everywhere are duo's carrying notebooks who will educate you on various aspects of the history of the temple and all of its buildings. Very impressive and all of it is at no cost to view, a welcome change from most tourist stops.

The afternoon drive in our rented mini-van, (would you take a Healey on the Salt?), exposed us to salt, salt and more salt. An incredible natural phenomenon. Wendover is about 118 miles from SLC and was our Hotel for the rest of the week's events. It is just on the Utah-Nevada border (the line

on the street intersects the Casino Parking lots on

Continued on page 4.

Next Event

Cathedral Car and Motorcycle Show

Saturday, October 17, 2009 12:00 - 4:00 PM

Everything is welcome at the show - *muscle cars, lead sleds, British sports cars, full classics, European, domestic, modifies, trucks, bikes, and anything else unique or special in your garage.*

For details and the registration form see:

<http://www.cathedral-irish.org/page.cfm?p=1884>

Next Meeting

The October Business Meeting will be held during the Halloween Party on October 24th, at Bev and Jim Bush's barn, 2583 W PR950 North, Fountaintown, IN. Details and directions on page 7.

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Mr. Healey's Neighborhood

Central Indiana AHC

<http://www.ciahc.org>

Bluegrass AHC

<http://www.bluegrassclub.com>

Northern Indiana AHC

<http://www.niahc.org>

Midwest Region AHC

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

Ohio Valley AHC

<http://www.ohiovalleyahc/>

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

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

September 2009 Meeting Minutes

By Melanie Haskell

9/10/2009 at Monical's Traders Point

Jim Frakes called the meeting to order.

Attending were Bruce and Charlene Gilham, Craig and Sue Rice, John and Kathi Mann, Jim and Bev Bush, Dick and Ruth Buis, Jim and Sandy Burck, Bruce and Barbara Watson, David Broyles, Bob and Melanie Haskell, Patrick Bruce, Sandy Ferguson, Bill Coan, Randy Belden, Dick and Sherry Storrs, and Jim Frakes.

Overdrive meetings minutes accepted as written.

Membership report from Craig Rice-64 members for 2009. Our club membership is holding steady while other clubs are having problems.

Tech Sessions

Bruce Watson's work is complete. Bruce Gilham needs a tech session. Paul Imel will need one to put the engine in his Bugeye.

There was a good turn out for the Ice Cream Social. Dick Storrs did a great job on the "Carmel Roundabout Reverie". There were good examples of roundabouts which have improved traffic flow in Carmel and West Clay. Kim Norman's bugeye is a very nice car.

Future Events:

Lemon Creek

Haskells, Frakes, and Switzers are driving to South Bend on Friday Sept. 11th to meet members of the Northern Indiana club for dinner. Sat. we will drive to Lemon Creek Winery for the All British Car Field Day, Sponsored by Northern Indiana AHC.

Tuesday Sept 15th Haskells and Frakes are going to Utah to see the Healeys Return to Bonneville during the World of Speed. We are not taking cars, the salt is hard on cars. We are leaving on 15th and return on 20th.

Continued on page 3.

Business Meeting Minutes cont'd

Continued from page 2.

September 11th and 12th is the Scottish Festival in Columbus, IN. There is a European car show both days.

September 17- 20 Southeastern Classic in Townsend, TN No one from Indy is planning to attend.

September 19–20 British Motor Days at the American Legion in Carmel

SeptemberFest

Event co-chairs are Jim and Bev Bush and Pat and Debbie Bruce

20 paid registrations

22 hotel registrations

Some registrations from Ohio

Registration: Bev and Jim will start registration around 3:00.

Dinner: on Saturday night is south of Rushville.

Rally: The route is still up in the air due to road construction for the pipeline project in Rush County. Pat is keeping up with the construction. Work has not started on the Moscow Bridge.

Awards: Jo is taking care of awards. Awards will be given out in the hospitality room after dinner.

Hospitality: Ruth went to Rushville and talked to the sub shop. She will call Monday before the event. Wal-Mart is close by for drinks and ice. There is a nice room for hospitality with plenty of tables and a large area for breakfast and registration. People can bring salads, snacks, desserts.

Car show: The car show will be in the park. Randy Belden is doing the show and will need some help on Sat. Randy's wife will help count the ballots. Jim Frakes will print the ballots.

David Broyles needs auction items. National gives every club a membership to auction at their event (\$40 for national). Donations could be flowers, baked good, anything Austin Healey, tools, etc. A minimum bid can be set. Auction will be in the same room as hospitality and will end around 5:00.

The Winona Lake event is not happening this year.

Oct. 16th-18th Eurofest in Spartanburg, SC

October 24th Halloween party at Jim and Bev Bush's house

December 5th Christmas party at South Harbor club house in Noblesville

Meeting adjourned and event bags were filled.

From the President cont'd

Continued from page 1.

both sides of the street). A nearby Airfield has the distinction of being the training base for the Enola Gay during WWII before the bombing of Hiroshima and Nagasaki. Today, it looks like it could have been bombed itself. Wendover is small, very small, maybe a mile long with I-80 on one side and no more than two streets paralleling the main drive through town. Wednesday was a non-salt event as the rains had made it too slushy to make record runs on. The day was spent near the Healeys host hotel (Rainbow Casino) where

the two cars were brought out for all to view and take pictures. Wow, what a sight. They are both beautiful; too beautiful to put on the salt, in my opinion. The finish on the endurance car is a light green metallic with excellent depth that was just stunning. More than just stunning cars were the friendliness of the entire Return to Bonneville group. Steve Pike allowed nearly everyone to set in the Streamliner and get as many pictures as your friends could take. With an estimated 200 plus Healey people attending from through out the world, it was a long line waiting. Melanie sat in the drivers seat while Steve Pike unfastened the passenger side cowling for Bob to crawl in. Great Photo op. Early afternoon, they loaded the endurance car in the trailer and took it to the airfield for a few runs on the runway. More Photo Ops!

The Utah Salt Flats Racing Association (USFRA) runs the speed week event which is much different from the 1954 event, it only goes one way. The original event ran in both directions and a record holder had to make the return trip, backing up his time, within one hour of the original speed record run. Now, it is a nine mile course with the first two miles as getting up to speed, three straight timed miles, and a two mile cool down or two more if you need it.

Thursday was our first day on the salt. Entering the actual park, not far from Wendover, we had to ford a salty slushy mix that came nearly up to the running boards. (that's an old term from an old car guy). Driving past the start line grouping of cars, past the pits, and driving right up to the safety ribbon line, we found a spot to erect our shade canopy, over a tarp to ward off the salt and set up chairs or watch the action. The Healey pits were just about 50 yards away, under a bright yellow Dunlop canopy. Wandering the pits freely with no one trying to hide their work, was very interesting. All sorts of cars and an overwhelming amount of motorcycles were planning to make record attempts for nearly every category.

Very interesting was the Ohio State University Hydrogen fuel cell car, a thirty five foot streamliner about three feet wide. The obvious funding was impressive to say the least. First class all the way from the 18 wheeler car hauler, the 18 wheeler Hydrogen hauler, battery chargers, and the ingenious car hauling trailer. It was a cage affair with hydraulics to lift the race car off its wheels and suspend it inside the cage. Actuation was by hydraulics pumps on board the trailer. Their runs were even more impressive with over 280 miles per hour, very, very quietly.

Time drags on at the flats as the car must run the entire circuit and clear the track before the next car can go. Potential time disasters such as a blown engine, made the wait even longer. A very fast and nice looking Cadillac STS ran a new record through the traps but lost control after the last timed mile and barrel rolled it several time, destroying the car and causing a massive clean-up of flying parts. The Endurance car made a run but seemed to have some engine problems, running somewhere in the low 120's. It was placed back in the tent for more work. The streamliner faired even worse, making it to the line and on take-off, breaking the supercharger shaft and not making the run. Some very sad people felt it was the end of the runs for it, but repairs were made, primarily by Udo Putzke (Putzke Shocks) and the car was ready on Friday morning.

Both Friday and Saturday, we spent more time at the start line where you can get up close and personal with cars, drivers, mechanics and a certain pretty lass that had all the men snapping more than just sheet metal. Back to racing, the cars were fantastic and varied, as well as the drivers and crews. A very interesting run was made by a fuel injected, supercharged, turbocharged diesel five ton straight bed truck. The smog had to clear before the next run as all you could see after the first mile was thick black smoke. Friday the Streamliner was back on the track and after the long usual wait in line, a full run was made. The USFRA limits the driver's first run to 150 MPH max, assuring the driver might be capable of more speed the next time around. Steve Pike's son David was the driver of the streamliner. He made a 149 MPH run, never shifting into fifth gear. Everybody cheered the run and excitement was high for the next day.

Saturday was the last chance to make runs. The speeds were definitely picking up as the tuning was getting better. The anticipated Streamliner last run was disastrous as the push car apparently had some exuberance and tried to push too much on the twin push bars straddling the parachute. This arrangement is primarily to blame as most all of the experienced Bonneville cars had a single push bar allowing more control than the dual arrangement (in our opinion). The Streamliner started to veer to the right, the push car could not back

off quick enough and the car spun around, catching the parachute in the push car bumper, deploying the chute while damaging the right rear corner of the race car and bending the right push bar. The damage was too significant to fix and get back in line for another run.

The Endurance car made a final run of 127.7 MPH, still below the original average, but some very happy people had their fun and will forever remember this historic recreation of the 1954 Bonneville events. As for Bob, Mel and me, we certainly will remember this event, probably never to be repeated again. We returned to SLC on Saturday evening and visited Park City on Sunday before returning to SLC and our flight back to Indy.

More information can be found at this web site

<http://healeysreturntobonneville.blogspot.com/>

http://www.saltflats.com/2009_WOS_9_19_09.htm

Jim

SeptemberFest

SeptemberFest, sponsored by Central Indiana Austin Healey Club was a great success with a variety of cars, people who never attended our SeptemberFest before and attendees from four surrounding clubs. We were very pleased with the Rushville location, a major change from our past few years in Nashville, and a welcome change. Thanks go to our staff of volunteers who always seem to step up to the plate. Co-Chairs Jim and Bev Bush did a wonderful job along with their excellent food and drink hosts, Ruth and Dick Buis.



Dick Storrs, and assistant Sherry, came up with a rousing activity for the Funkhana consisting of miniature “battles”. First, the two person team had a timed race, three laps around a road course with a single Austin Healey electric car. A steady hand on the throttle was the best strategy to keep the car on course or else your team member had to place it back on. The next team event was making a ships Captain’s hat out of newspaper to wear while guiding a ship through a series of rocks from one cove to another, while using straws against the sails. Very interesting, as pictures will show. Third, team members had to knock down barricades and guarding soldiers using “boulders” on catapults. Thanks to the Storr’s for a rousing bit of fun in the hotel’s breakfast lobby.

A site for the car show was chosen by first time attendees', the Belden's. A very nice setting in the park, along a tree lined road, complete with a gazebo and picnic benches to gather around. The gathering of Healeys just off the main street of Highway 3, drew



several on lookers. A surprise was our former partner in our Florida condo, Glen and Sandy Cross. They were up from Tampa visiting friends in Knightstown and attended the James Dean Festival on Friday and were heading to Madison for a day of shopping when they spotted the Healeys. Glen had just sold his BJ8 but still has the BT7 Race car he drove for years at Sebring.

Rally master Pat Bruce and assistant Debbie gave out the instructions for an interesting drive through several covered bridges and a lot of really back roads, ending up in Metamora, a good touristy shopping spot. Thanks to Debbie and Pat who also helped in hosting the arrangements with the host hotel. They were very accommodating in every way and put up with a very noisy Funkhana in the lobby and arranged for a very nice registration area.

Dinner was a short drive down Highway 3 to the Amish Country Buffet, just adjacent to a very large Amish gift shop. It was obvious the place was going to be good as it was packed, but we had a room to ourselves. Nobody came away hungry as there were eleven meats to choose from, all sorts of side dishes, and of course, some very excellent desserts!

Back at the hotel, our hospitality room hosted the awards with the various chairs handing out the trophies. This year, they were selected by Jo Switzer and were very nice, consisting of a clear Lexan in the shape of Indiana and engraved with the award name. Thanks Jo.

Award Winners

Funkana:

- 1st: Jeff and Jan Freers, Northern Indiana
- 2nd: Bob and Pat Duffy, Ohio Valley
- 3rd: Bruce and Barbara Watson, Central Indiana

Car Show:

BJ8

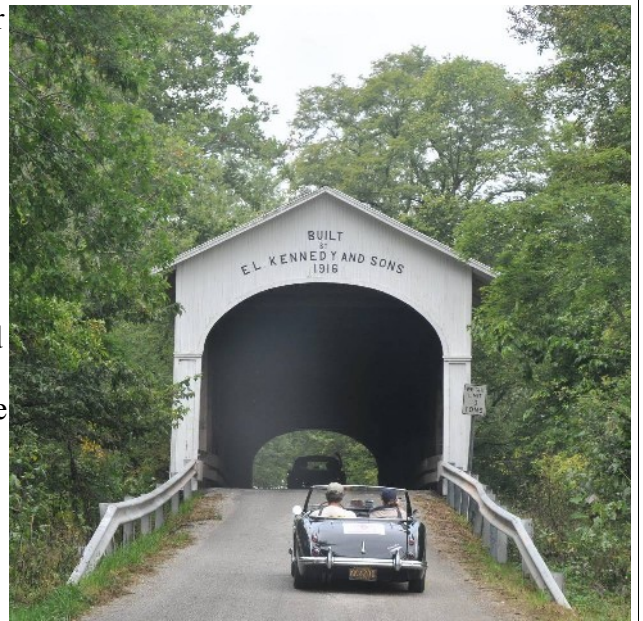
- 1st: Jeff and Jan Freers, Northern Indiana
- A of E: Jack and Nancy Summers, Northern Indiana
- A of E: Bruce and Charlene Gilham, Central Indiana
- A of E: Dale and Sue Beal, Miami Valley
- A of E: Jack and Ann Overly, Northern Indiana

Roadsters

- 1st: Jim and Karen Frakes, Central Indiana
- A of E: John and Kathy Mann, Central Indiana
- A of E: Dick and Sherry Storrs, Central Indiana
- A of E: Bruce and Barbara Watson, Central Indiana

Sprites

- 1st: Bob and Pat Duffy, Ohio Valley
- A of E: Jon Monies, Central Indiana
- A of E: Pat and Debbie Bruce, Central Indiana



100

1st: Craig and Sue Rice, Central Indiana

SOB

1st: Joan Wright, Central Indiana

A of E: Melanie Haskell, Central Indiana

Rally:

1st: Dick and Sherri Storrs, Central Indiana

2nd: Bob and Melanie Haskell, Central Indiana

3rd: Jon Monies and Joan Wright, Central Indiana

**A Big Ol' Halloween Party
At the Bushs' barn
Saturday, October 24th
6:00 PM to ????**
**Hot Dogs, Accoutrements
Plates, Glasses, etc. provided**

**Bring a Side Dish
and
Your Best Campfire Tale**

**DRESS FOR THE WEATHER
Costumes optional.**

Directions:

From the North:

- Go to New Palestine on SR 52.
- Turn south at the CVS Pharmacy at the light
- Go to next stop sign and turn east (left).
- Go East three miles to 300W and turn south (right).
- Continue south for 2.5 miles to PR 950 North.
- Turn east (left) and go all the way till the end of the gravel road.

From the South:

- Go to the Indiana Live Casino at I-74.
- Take Michigan Road (northwest) in front of the casino to 325W.
- Turn north (right) and continue to 'T' intersection (900N).
- Turn east (right) and go ¼ mile to 300 West.
- Turn north (left) and go ½ mile to PR 950 North.
- Turn east (right) and go all the way till the end of the gravel road.

Election of Officers

We'll need to elect officers for next year at the Halloween party. Please consider putting your name into the hat for one of the positions.

SEPTEMBERFEST IMPORTANT DISCUSSION !

By Jim Frakes

For several years there has been talk about a combined regional event similar to SouthEast Classic, held every year and hosted by a different club in the SE part of the U.S. In past years, Miami Valley club's Fall Round-up was going great and Ohio Valley hosted the annual British Car event which also went extremely well. Our SeptemberFest also was a great event but, always put on by the same core group, an effort to organize. The need for a regional event was not evident and no action ever took place to create it.

With the demise of those two events and our need for participation, the discussions have progressed to a new level, "let's do it". At SeptemberFest, discussions were held with Miami Valley's Dale and Sue Beal, who had prompting to proceed from their President, Dave Roberts. Ohio Valley had a large contingent including current President Richard Pratt, Hazel and Don Klein, Robert and Pat Duffy, and Tom and Nancy Hall. They reportedly have agreement from some other club members and agreed to be the host for the first event in 2010. At the present time, we expect it would be the three clubs: Central Indiana, Ohio Valley and Miami Valley. We have also discussed that Columbus may want to join in the future. Blue Grass has a wonderful SpringThing and would probably not be interested but would certainly have active participation in a fall event, assuming it did not conflict with SE Classic. I think that is imperative that we do not conflict with SE. In 2010, it will be in the Spring, in Ocala, FL and certainly is not a problem for 2010, but could be in 2011.

While it has been briefly discussed several times in Central Indiana, it had not come to fruition, not been an urgent need, and was therefore NEVER VOTED ON! The situation came up rather quickly this year and that requires some major discussion and a possible voting at the Halloween party on October 24th! Here are just a few of the advantages, the group has put forth.

A club would only host every three years, giving us all a rest.
Schedule conflicts with other clubs events in the past would not be a problem.
We would expect a much larger group to attend but still very regional.
We would see different Rally driving roads.
Less costly each fall to attend all events.

Some ground rules discussed.

1. Some clubs may not have the talent for certain venues. They could ask a visiting club to host any one or more events or just to help in an event.
2. The host club would be the benefactor of all funds received. This would encourage the hosts to assure a profitable event.
3. A committee would be required to be set-up as SE does now to assure the longevity and to set ground rules.
4. Set a minimum of events in place such as Car show, Rally, Auction and Funkhana, etc.

Please be thinking, thinking of what considerations we must put forth. If you have any ideas or objections, contact me before the 17th as I may attend an event in Cincy put on by Ohio Valley and have further discussions before our meeting on the 24th.

Tech Sessions

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

SeptemberFest images by Jim Frakes.



January 2009							February 2009							January 8 th Business Meeting February 15 th Daytona Party February 19 th Business Meeting February 22 nd British Car Swap Meet (Chicago)	
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat		
				1	2	3	1	2	3	4	5	6	7		
4	5	6	7	B	9	10	8	9	10	11	12	13	14		
11	12	13	14	15	16	17	15	16	17	18	B	20	21		February 15 th Daytona Party
18	19	20	21	22	23	24	22	23	24	25	26	27	28		February 19 th Business Meeting
25	26	27	28	29	30	31									February 22 nd British Car Swap Meet (Chicago)
March 2009							April 2009								
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat		
1	2	3	4	5	6	7				1	2	3	4		
8	9	10	11	B	13	14	5	6	7	8	B	10	11	March 12 th Business Meeting	
15	16	17	18	19	20	21	12	13	14	15	16	17	18		
22	23	24	25	26	27	28	19	20	21	22	23	24	25	April 9 th Business Meeting	
29	30	31					26	27	28	29	30				
May 2009							June 2009								
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat		
					1	2		1	2	3	4	5	6	May 12 th Business Meeting	
3	4	5	6	7	8	9	7	8	9	10	B	12	13	May 14 th - 17 th SpringThing 2009	
10	11	12	13	B	15	16	14	15	16	17	18	19	20	May 15 th - 17 th Carlisle Import Car Show (Carlisle, PA)	
17	18	19	20	21	22	23	21	22	23	24	25	26	27	May 23 rd - 25 th Champagne British Car Festival (Champaign, IL)	
24	25	26	27	28	29	30	28	29	30						
31														June 5 th - 6 th British Bash (Louisville)	
July 2009							August 2009								
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat		
			1	2	3	4							1		
5	6	7	8	B	10	11	2	3	4	5	6	7	8	July 9 th Business Meeting	
12	13	14	15	16	17	18	9	10	11	12	B	14	15	July 12 th Rising Sun	
19	20	21	22	23	24	25	16	17	18	19	20	21	22	August 13 th Business Meeting	
26	27	28	29	30	31		23	24	25	26	27	28	29	August 28-30 th Ice Cream Social	
							30	31							
September 2009							October 2009								
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat		
		1	2	3	4	5					1	2	3	September 10 th Business Meeting	
6	7	8	9	B	11	12	4	5	6	7	8	9	10	September 12 th Lemon Creek	
13	14	15	16	17	18	19	11	12	13	14	15	16	17	September 17 th - 20 th SE Classic	
20	21	22	23	24	25	26	18	19	20	21	22	23	24	September 19 th - 20 th Indy British	
27	28	29	30				25	26	27	28	29	30	31	September 25 th - 27 th Septemberfest	
November 2009							December 2009								
Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat		
1	2	3	4	5	6	7			1	2	3	4	5		
8	9	10	11	B	13	14	6	7	8	9	10	11	12	November 12 th Business Meeting	
15	16	17	18	19	20	21	13	14	15	16	17	18	19		
22	23	24	25	26	27	28	20	21	22	23	24	25	26	December 5 th Christmas Party	
29	30						27	28	29	30	31				