



Overdrive

May, 2011 Official Newsletter of the Central Indiana Austin-Healey Club

From the President

By Jim Frakes

Rain! Rain! Rain! No rain! We finally had a very nice Healey driving day, just in time for the club's first Spring Drive, an event excellently put together by Bruce and Charlene Gilham. A chilly morning gave way to an absolutely sunny and clear day. Three Healeys, Craig Rice, Dave Morrison and Jim Frakes were joined by Dick and Ruth Buis and Roy Bowman in BJ9's and led by Bruce and Charlene Gilham in the Mini. Dick Storrs also showed his support by meeting the group at the Brownsburg McDonalds starting point, but had other commitments.

The group proceeded by driving west towards Bainbridge, IN. Just prior, we turned South off US 36 to Baker's Camp Bridge, built in 1901 By J.J. Daniels. It is a Burr Arch design patented in 1817 by Theodore Burr, where the arch can support the bridge and the trusses provide the rigidity. The Bridge is still in good shape but sees very little use. It crosses Big Walnut Creek on the Northern end. Flooding on the other side required us to back track and continue back on US 36, on thru Morton and turn South again.

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Next Business Meeting:

The May business meeting will be on Thursday the 12th, SQUEALERS Southern Barbecue at 5515 West 86th Street (corner of 86th and Zionsville Road) 871-7427.



Other Tourists at Edna Collins Bridge

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The "first" cruise missile, courtesy of Hitler

Mr. Healey's Neighborhood

Central Indiana AHC

<http://www.ciahc.org>

Bluegrass AHC

<http://www.bluegrassclub.com>

Northern Indiana 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>

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On the route to the next stop, the Edna Collins Bridge, we went past a small group of homes, the town or Village of Clinton Falls. Along this route is a real wide, small drop, scenic falls on Little Walnut Creek, with homes on either side. A foot bridge spans the creek going to a very nice older home there. A little further is the covered

bridge over Little Walnut Creek. Considered the baby of all bridges, built in 1922 by Charles Collings, it also is a Burr Arch design.

Dunbar Bridge, built in 1880 by local farmers from timber off the Dunbar farm, is a Burr Arch 2 span bridge (pillar in the middle) that is 174 feet long. This is just West of US 231 and barely North of Greencastle. While it is in a flood plain and the road had obviously been underwater just days before, it is used very often as a short cut from somewhere into Greencastle. We turned around just over the bridge and the traffic backed up quickly.

As usual, Healey drivers love to eat and it was time. On the square in downtown Greencastle, is the "Almost Home" restaurant. Judging by the large variety of different items on the menu and the crowd inside, it is a favorite place for locals and well known for its desserts. I can personally attest to the flavorful Pecan / Apple pie I had. While waiting, Roy Bowman described the Courthouse Square's prize display, the V-1 Rocket, well known as the "Buzz Bomb". This is one of two in the U.S., the other being in the Smithsonian. Why Greencastle IN?

NOTE: According to the Putnam County Convention and Visitors Bureau: "It came into the Navy's possession during the war and was shipped to a naval base in Virginia. After the war, members of the Veterans of Foreign Wars Post 1550 in Greencastle asked the government for a buzz bomb to make a war memorial. That required legislation being passed in both houses of the U.S. Congress."

"The first nose on the bomb was a **garbage can cover**. Because the nose was a fuse, it wasn't shipped. However, another bomb was acquired and a new nose was fabricated." *[Kim Sole, 05/03/2002]*

On the road again, Houck Bridge, built in 1880 by the Massilon Bridge Company. This is a different design, a Howe Truss Bridge. Wikipedia says; The Howe Truss, invented by William Howe of Spencer, Massachusetts, is made up of timber diagonals and iron verticals it is a 2 span bridge 210 feet long. This is near Reelsville, just North of US 40.

A long trip South of Greencastle, passing across US 40, and nearly I-70, (it is visible from I-70), is the Dick Huffman Bridge. The road was the worst of the washouts from flooding recently with only a single lane to get by in some areas. This bridge is Putnam County's largest bridge, being 265 ft. plus a 4 ft. overhang at each end. This Howe Truss bridge was built in 1880 by an unknown builder. The two-span bridge has cut stone abutments and piles with a sheet metal roof and is 16 ft. wide and 15 ft. high. Known in its earlier days as the Wetky Bridge, it was named for the old Wetky Mill nearby. This bridge rightfully deserves the name of Huffman as the county map shows the farm of Gruely R. Huffman. Nearby and further upstream is the house of Carl A. Huffman. It is still in use.



David Morrison - Edna Collins Bridge



Craig Rice - Dunbar Bridge



Jim Frakes – Dick Huffman Bridge

The Covered Bridge tour was fun and showed some history of Putnam County I had never seen. All of the bridges spanned either Little Walnut Creek or Big Walnut Creek, a mainstay of Putnam County.

Footnote: Most of the area we traveled was part of a US Army Corp of Engineers study completed in 1966 where Big Walnut Creek would create Big Walnut Reservoir, a huge 320,000 acre feet water shed project to control water quality, flooding and supply drinking water for the long term, including Indianapolis. Some of the study was implemented including the Prairie Creek reservoir south of Muncie.

Big Walnut was reportedly stopped by then Senator Birch Bayh, Evan Bayh's father, over farmer's rights and heritage of land. The study showed the need for more water storage to supply drinking water and water for manufacturing and showed a projected population of Metro Indy in 2012 of 1,300,000. According to Wikipedia, Metro Indy is now at 1,830,000, with no Big Walnut Reservoir. Anybody thirsty?

Bluegrass has cooked up a very interesting and as always, entertaining, Springthing 2011. If you have not registered, you will be missing a great event. ESPECIALLY THE HOSPITALITY IN Bill and Sarah Richey's home and garages. The Richey's have an excellent car collection including an early thirty's award winning Bobby (Police) car.

SPRINGTHING 2011; This year our wandering journey takes us to the VIP locations with abundant Bluegrass hospitality that you've come to expect. For SpringThing 2011, join us as we venture south to Bowling Green, home of the Corvette. It's a true Healey-crasher party as we gain special access to the Corvette museum and assembly plant. The rivalry lives as we take over the back roads and scenic cave country of southern Kentucky.

As always the hospitality and fun will be over-flowing as we showcase some of the most incredible back roads and scenery Kentucky has to offer. It's the amazing SpringThing you've come to love, but as always with a few interesting twists and turns!

We'll see you May 19-22, 2011 in Bowling Green

Please note that Bowling Green is on Central Time and Elizabethtown is on Eastern Time.

NOTE ABOUT CORVETTE PLANT TOUR; PLEASE READ!!!

As we all know the Corvette is made in Bowling Green, Kentucky. Thanks to the efforts of Bill and Sarah Richey we are going to be able to enjoy a wonderful banquet in the Corvette Museum. This will also include time to tour the museum either before or after the banquet, but this does not include a tour of the Corvette Factory. Doug Conway made a few phone calls to the Corvette plant and was able to get this information for anyone who might be interested in a tour. There are no tours on Friday or Saturday, what a bummer. Thursday, May 19, 2011 is the only day tours will be available during SpringThing. The tour times start at 8:30 AM, 11:30 AM, 12:45 PM and the last tour will be 2:00 PM Central Time. This gives us guys an extra hour if we are coming from the Louisville area. It is suggested that you arrive a minimum of a half hour before the tours to insure you have a place on the tour. There is a charge of \$7.00 per person and personal checks are not accepted.

The tours will start with a short safety presentation and the actual tour will last approximately one hour and will require walking about 1 mile. Closed toe shoes (NO sandals) are a requirement for all visitors. No cameras, backpacks, purses, fanny packs or other containers may be brought into the plant except by special request (for medical reasons, etc.) Also, all electronic devices such as cell phones, camera phones, PDAs, or walkie-talkies are not allowed in the facility. These items must be left in your car. There are no holding facilities onsite for guests' personal belongings.

The plant is located just off I-65 at exit 28. Turn right at the first light onto Corvette Drive and follow the plant signs to the tour entrance. If anyone needs any more information they can call the tour office at (270) 745-8019 or can try e-mailing them at <http://www.bowlinggreenassemblyplant.com/home.htm>.

April 2011 Business Meeting Minutes (Oaken Barrel Pub)

By Bob Haskell

Meeting called to order by Jim Frakes

Attending were Roy Bowman, David Broyles, Pat Bruce, Randy Belden, Dick and Ruth Buis, Jim and Sandy Burck, Jim and Bev Bush, Jim Frakes, Bob and Melanie Haskell, John and Kathi Mann, David Morrison, Craig and Sue Rice, Bruce Gilham, Jim and Jo Switzer, and Bruce and Barbara Watson.

March Business Meeting minutes accepted as published in the April issue of Overdrive. Treasurer's report: \$4950 and 52 members.

Car Sales:

- Jim Thomas is still selling his BJ8 - mid 40s.
- Rusty and Bebe Denton thinking about selling their 1956 BN2 100 ~\$40 (her father's car).
- Sandy Taylor's selling the Bugeye to someone in Chicago.

Previous Events: Ron Francis and Roy Bowman showed their Healeys at the Show for the Cure at the Stutz Building. There seemed to be a lot of Ferraris that took all the awards.

Upcoming Events:

- Next month's business meeting is on May 12th at Squealers (86th and Zionsville).

- May 7th is the Spring Tune-up and Tim and Renee Manhensmith (Fort Wayne).
- May 19th - 21st is Spring Thing. Will include time at the Corvette Museum in Bowling Green.
- May 29th at the Monies in Brown County for a live broadcast of 500 Mile Race
- There are three events during the weekend of June 4th and 5th:
 1. Muncie Imports and Dr. Foster's collection.
 2. Wheels o'Time (Peoria) and Champagne British Car Show (5th). Jim Switzer is going to see about an alternate date to visit the museum and combine with the Illinois Club.
 3. British Bash (Louisville)

Conclave:

Notes: If you need a fridge at the hotel in Colorado Springs, ask for it in advance. Cost is \$5.00/day but there is no guarantee that you'll get one. The car show has been moved to a park in 'old' Colorado City due to increased security rules at the Air Force Academy. There are quite a few shops and restaurants around the park.

Tentative Conclave Traveling plans:

- Jim (and Doug?) Frakes going out early (Pikes Peak Hill Climb the weekend before)
- Switzers' going early.
- Roy Bowman is trailering his car.
- Craig and Sue Rice will be on the Interstates.
- Gilhams and Haskells traveling on US 36 with Summers and Malin (Northern Indiana Club).
- Unsure: Burcks, Buis and Bushs.

September Round-up:

Jo volunteered to do goody bags for September Roundup. Barbara Watson will help. Central Indiana will be the hosts in 2012. Jim Frakes, Pat Bruce, Melanie Haskell and Jim Bush are on the committee to search for a location. Batesville? Need to look at the seindiana.com website.

Christmas party:

The country club informed us that they can't hold an event for non-members on a Saturday night. So, time for plan B - South Harbor Club House on the 3rd or 10th. Jim Frakes is to get a reservation.

Other News: Don Klein (Cincy) had knee replacement surgery and is doing well.

A couple of Spring Tune-Ups:

First, at the Haskells - just a couple of Healeys to work on - Dave Morrison did an oil change and had a good look underneath his BJ8. Pat Bruce now has the parking brake hooked up on his silver Sprite. Plenty of folks showed up to help and conversation.

Second, David Broyles, Bob and Melanie Haskell, and Norm and Suzy Schoppenhorst joined the Northern Indiana AHC for their annual Spring Tune-up at Tim and Renee Mahnensmiths. The trip up was a bit chilly for the Haskells in the MGB with the top stowed. The weather did keep a few Healeys at home.

Bob just changed the oil in the B and had Tim look over a differential for a trailer. Tim also checked out the differential Norm and Suzy plan to use in the Bugeye. Both are good to go. Jack Overley installed a lowering kit (huh?) on the front end of the white BJ8. Jeff Freers installed new rear axle gaskets in his square body Sprite race car. He just successfully completed an event at Gingerman - first of three needed for his competition license. Fred Fribley got a good start replacing the front and rear splined hubs. John Eslinger got the tri-carb ready for the driving season with an oil change, fluid level checks and a good cleaning. Tim fixed gumbo (hmmm, gumbo) for lunch for the guys while the women went out for lunch and shopping. Throw in some overdrive electrical troubleshooting, a couple of spridget restoration projects, a brake job, some sandblasting and paint, a lot of kibitzing and talk - a great time.

Nancy Summer is looking good. She's lost 65 lbs and the cancer is gone. Lottie Terry is a wonderful 38 years young and no gray. Tim and Renee's three year old granddaughter Aspen may be in line to inherit Jay and Ann Overley's BJ8 - she took Melanie for a spin and knows how to work the horn.

As we said our good-byes, the left-center-right game had begun. No cabinet doors were destroyed during this event (this year). The top went up on the MG and it got a good washing north of Marion.

Note: Mike and Carolyn Schmidt would like to hold a dual club event either June 4th or June 11th. We would tour the Haynes Automobile Museum in Kokomo, go to a restaurant for lunch and then to the Schmidt's for conversation and liquid refreshments. No TSD rally, just a relaxing trip. I told Mike that I'd prefer the 11th as there seems to be more than enough to do already on the 4th.

Bob Haskell

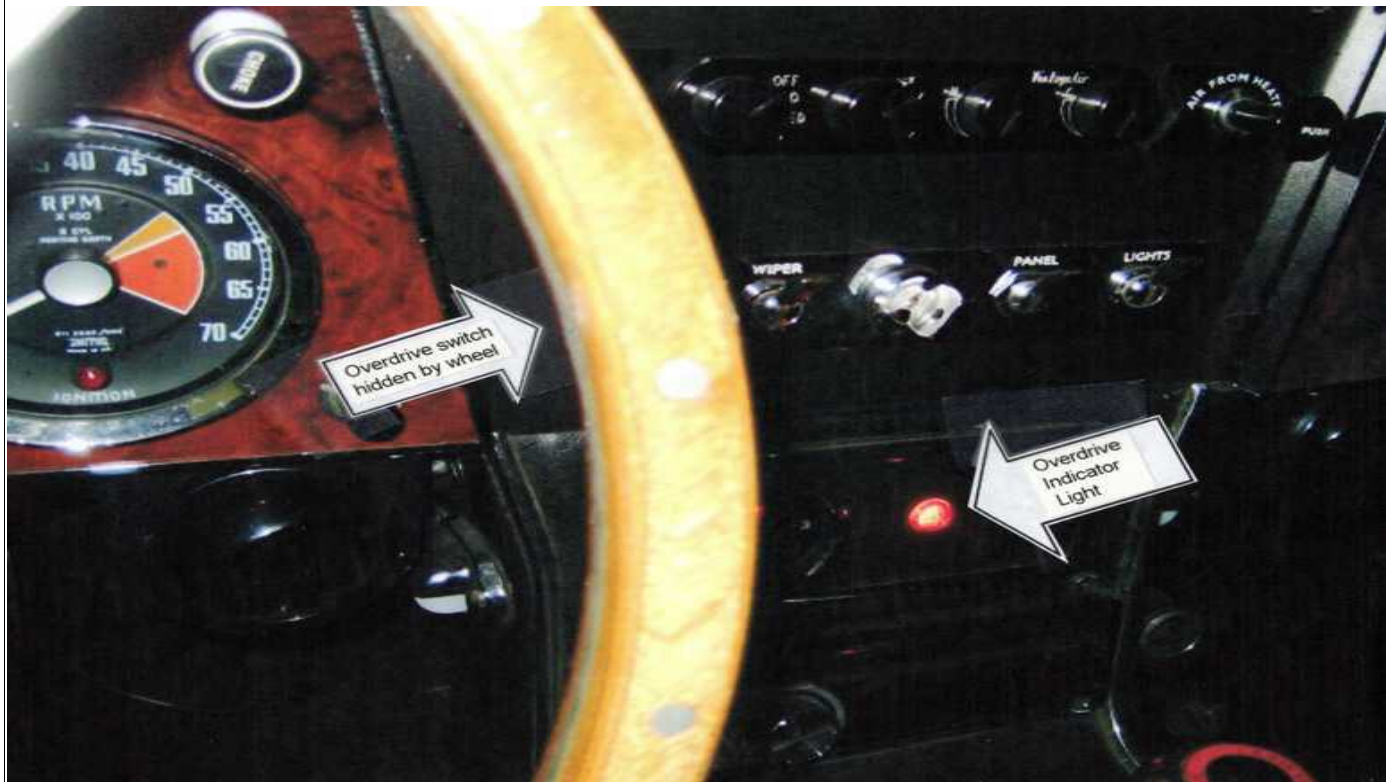
AHCA 3000 Mk I registrar - http://www.ciahc.org/registry_3000mk1.php

Overdrive Warning! **Bruce Gilham**

Going back three or four years I have heard various people whom I respect say you shouldn't put your Healey in reverse, or back up, with the overdrive engaged. A recent article by Roger Moment, [Using the Overdrive](#), issues this warning, "Backing up with the overdrive engaged will cause costly internal damage to the unit. If you suspect it is stuck in overdrive when trying to use the reverse, let the clutch slip as you gently release it. But, disengage it immediately if the car seems to not want to creep backwards". I'm not real clear what that all means, but it sounds serious.

My reproduction copy of the "official" Austin Healey 3000 Mark III Driver's Handbook published in 1966 offers no such warning, nor does my BMC Austin Healey Workshop Manual. So whether true or not, I have tried my best to not back up with the overdrive engaged, but often fail to remember until too late.

Jim Werner of the Bluegrass AH Club once had a web site (now defunct) called Jim Werner's Healey Adventure Site which included a treasure trove of information about Healeys. One of his "tips" was to put a warning light in-line with the overdrive switch as an indication the overdrive is engaged. Last spring I installed a red warning light (\$4.00 from PepBoys) in my console.



Now I have no excuse, but the best part is that when I'm traveling down the road lost in my Healey reverie, and because the actual overdrive switch is hidden from sight by the rim of the steering wheel, I have an immediate visual cue that I am actually in overdrive, or not. Drivers more attuned to the readout from their tach would know the same thing.

2011 Calendar of Events

May:

- 7th - NIAHC's Spring Tune-up
- 12th - Business Meeting, Squealers
- 19th - 22nd - Bluegrass Club's Spring Thing
- 28th - June 4th - Drive Your British Car Week
- 29th - Indy 500 Party

June:

- 4th - 5th – Annual British Bash - Louisville
- June 4th - Muncie Imports' open house and a tour of Dr. Foster's car collection in Newcastle. Meet at 8:00 am at the McDonalds at 116th and I-69. This conflicts with British Bash (Louisville, Kentucky and the Wheels of Time museum tour (Bloomington, Illinois) that Jim Switzer is setting up for a tour of the and the Champagne British Car Festival in Bloomington, IL (Sunday).
- 9th - Business Meeting
- 27th - July 1st AHC USA Rendezvous, Vancouver, Washington
- TBD - Jo Switzer will arrange an event - Danville, Indiana on a Friday night on the square and/or fish fry

July:

- 3rd - 8th - Conclave, Colorado Springs, Colorado
- 14th - Business Meeting

August:

- 6th - Summer Party and Business meeting at Switzers
- 10th -14th – AH Sports & Touring Club Encounter, Lancaster, PA
- 27th - Ice Cream Social - Bushs to coordinate tour to Zaharko's Ice Cream Parlor (hope for better weather this year).
- 28th - Indy British Motor Days

September:

- 8th - Business Meeting

- 10th - Northern Indiana AHC's winery car show
- 14th -17th - World of Speed, Bonneville Salt Flats, Utah
- 16th -18th - Miami Valley's September Round-up, Piqua, Ohio

October:

- 1st - British Fall Out, Winona Lake, Indiana
- 20th - 23rd - Southeastern Classic, Guntersville, Alabama
- 29th - Halloween Party and Business Meeting at the Bushs'
- TBD - Dick Storrs was asked to do another fall tour.

November:

- 10th - Business Meeting

December:

- 10th - Christmas Party. Jo Switzer suggested holding the event at the Hawthorns Country Club. Will have hors d'oeuvres, wine/beer bar, dinner and dessert. Last year's party cost the club around \$800. The club could contribute the same for this year's event and the rest would be \$20/person. Costs are estimates at this time.