



Overdrive

December, 2012 Official Newsletter of the Central Indiana Austin-Healey Club

Following is a condensed version of an article about September Roundup 2012 submitted to Reid Trummel for inclusion in a future Healey Marque article – a collaboration between Bruce Watson, Roy Bowman and Bruce Gilham.

For the past three years the Central Indiana (CIAHC), Ohio Valley, Miami Valley and the Mid-Ohio Austin Healey Clubs have held a joint regional meet in the fall that we call September Roundup. It took place on September 13-16. This year was Central Indiana's turn to host the event and we decided to hold it in the scenic city of Columbus, Indiana, the home of Cummins Diesel.

Columbus, as a city, is ranked 6th in the nation for its architecture. J. Irwin Miller, who joined the Cummins family business in 1934, and later was Chairman of Cummins for 26 years, believed for his business to continue to be successful he needed to attract top talent from big cities to this little town in Southern Indiana. The way to accomplish this, he determined, was to create the best schools around, as well as to create a first class cultural environment. He invited world renowned architects to compete for the design of schools, office buildings, churches, a jail, and community buildings. In addition, Miller brought in sculptors and other artists to adorn the town with art that would rival that of the big cities.

We believe that the design of the Austin Healey, by our own world-renowned automobile

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Coming Events

Our Club Christmas Party, December 1st
South Harbour Clubhose
1156 South Harbour Drive
Noblesville, Indiana
4:00-4:30 appetizers
6:00 dinner - \$15.00 per person
(bring food for food pantry)



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2012

Rolling Art & Architecture

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://ohiovalleyahc.com>

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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designer, Gerry Cocker, is equally notable – thus the story behind the tag line, *Rolling Art & Architecture*

David Morrison, a club member, noted artist and professor with the Herron School of Art and Design, created a poster for the event that highlighted the theme of Rolling Art & Architecture. The poster depicts the art of the Austin Healey, with the contrasting designs of the modern Second Street Bridge, and the Old Courthouse in the distance

Traveling the longest distance were Jim and Karen Richmond from Southern Texas Club. Altogether 95 people attended with 55 registered cars. Barbara Watson kept all registration information in order and warmly welcomed our Healey guests.

Jo Switzer oversaw all of the arrangements with the hotel and did a fantastic job. Many of the CIAHC members contributed their time to making the hospitality suite a success, complete with an old English Pub and free beer for all. David Broyles organized the Silent Auction and Melanie Haskell, the Regalia, which raised funds to offset some of the cost of the event.

Friday morning, under cloudy and threatening British-like skies, our rallye traversed the back roads of Brown County. Jon Monies and Jim Switzer developed an entertaining rallye on some of the best Healey roads imaginable. Jo Switzer and Joan Wright created a challenging quiz won by Randy and Janet Belden, who garnered first place with a score of 100%.

The rallye ended in Nashville with its many art galleries, gift shops and working artist studios, along with many great eateries. Following lunch the attendees, who did not participate in the architectural tour, were treated to a leisurely tour through more Brown County back roads before returning to the hotel.

Bruce Watson conducted an architectural walking tour of downtown Columbus following the rallye. The tour highlighted 17 buildings and sculptures, along with the Cummins Diesel Museum. On display there, along with the Exploded Engine sculpture were, numerous examples of diesel powered Indy cars and a beautiful diesel powered 1936 Auburn. Following the walking tour, many of the tour group took to their Healeys for an drive to the North Christian Church. Its tall spire and its low spreading roof line stood in stark contrast to the beautiful, flowing lines of our magnificent examples of “rolling art”.

Friday evening Paul Imel and Kay Goldsberry hosted an unusual Funkhana. Paul developed a challenging Healey jigsaw puzzle that was a timed event. Many were stymied by its difficulty. On Saturday morning we held our Popularity Car Show featuring our British cars amid a mild and sunny late-summer day. Among the numerous beautiful cars entered was the freshly restored Bugeye vintage racer owned by member Doug Bruce.

The cars eligible for awards were divided into seven classes. The Best in Class and the Best in Show winners were as follows:

| Class | Best in Class | Club |
|----------------------|---------------------------------|-----------------|
| 100 (4 cyl) | Melanie Haskell (BN 2) | Central Indiana |
| Roadster (6 cyl) | Dave & Vicki Roberts (BT7 MK I) | Miami Valley |
| Convertible | Gayle & Cindy Loos (BJ8) | Ohio Valley |
| Sprite | Mary Lee VanArsdall (AN5) | Blue Grass |
| Jensen-Healey | Dale & Sandy Ballinger | Ohio Valley |
| Some Other British | Joan Wright (Jag. XJS) | Central Indiana |
| Diamond in the Rough | Gary Brierton (BJ8) | Triad |

Best in Show

| | | |
|-------------|-------------------|--------------|
| 100 (4 cyl) | Jeff Warner (BN2) | Miami Valley |
|-------------|-------------------|--------------|

The CIAHC committee left Saturday afternoon free for attendees to take advantage of the many area attractions. September Roundup culminated with a delicious buffet dinner, followed by the awards ceremony, and final bidding on the Silent Auction items. Sunday morning the aroma and trumpeting notes of Healey exhaust permeated the air outside the hotel as we shared our good-byes and then all Healey enthusiasts headed for home.

October 11th Business Meeting Minutes

Dimitri's Restaurant

by Bob Haskell, secretary

The meeting called to order by Jim Frakes (President)

Attending the meeting were Roy Bowman, David Broyles, Dick and Ruth Buis, Jim and Bev Bush, Bruce and Charlene Gilham, Jim Frakes, Bob and Melanie Haskell, Paul Imel, Brent Porter, Craig Rice, Jim and Jo Switzer, John Monies and Joan Wright, and Bruce Watson.

Membership Report (Craig Rice)

- 59 members and \$5100 in the treasury.

September Roundup

- Financial (Craig)
 - We do not have finished the summary. Are there any other expenses that people haven't submitted yet? We have about \$1300/\$1500 profit which includes \$900 for regalia that has not yet been sold. So about \$400 profit so far.
 - We have the following regalia left over:

- 77 wine glasses
 - 24 blankets
 - Also ~70 cook books, 60 missing, 360 sold.
 - The club needs to decide if we're going to sell the regalia during the year and/or sell to the next club holding September Roundup.
- Follow-up meeting (Jim Frakes)
 - A couple of thoughts on the auction (main profit source) were to limit the quantity of the same item and to have the auction near/with the dinner (we weren't able to do that this year).
 - If anyone would like to be on the Roundup Steering committee, let Jim Frakes or Jo Switzer know.
 - We had lots of good compliments – most people didn't realize there was so much to see in Columbus. Jim F. should forward emails from Cincy and Miami Valley regarding the event. Liked the extra day. Awards were very well received.
 - Next year (Jo Switzer)
 - Will be in Worthington (Columbus) Ohio. The rally is being handled by a group that puts on rallies for various local clubs. Will be a two day event.

Other Events

- Jim and Doug Frakes went to Niagara Falls for Fall Windup. There were no more Healey ornaments available in the Christmas shop in Niagara on the Lake. Had an excellent lunch and car show at Blair Harbor's Winery. Blair brought his pre-production 100 to our Conclave in 2000.
- Roy Bowman went to Fallout at Winona Lake. There was a Ralton, silver/grey, from Middletown. The interior was staggering. A bit cold - no rain.

Upcoming Events

- Halloween party next event on October 27th. Costumes are required.
- Jim, Jo and Jim will be at the Delegates Meeting, Nov 10-11th. If you'd like to attend the Saturday night banquet and live auction - let Jo know by November 7th.

2013 Officer Nominations

- Will vote by email. Please respond by November 8th to Melanie Haskell. Will not have a meeting November 8th.
- The slate:
 - President: Bruce Gilham

- Vice President: Dick Storrs or Bruce Watson
 - duties include running the meeting when President is not there, arrange the business meeting location, and remind the 'current' President when the meetings are. Melanie feels the VP and President should be on the September Roundup steering committee.
- Membership/Treasure - Craig Rice
- Delegate - Jim Switzer
- Secretary/ Newsletter Editor: Jim Bush
- Webmaster: Bob Haskell

My Grandfather and Friend, Car Guys, too (optional reading – unrelated to AHs)

By Bruce Gilham

My mother's father died five years before I was born, so I never knew him. However, I heard many stories about him over the years. After my mother died in 1980, I found a box of papers and correspondence relating to my grandfather, whose name was Claud (no "e") Perry Miller. He was born in 1878 and died in 1939. He was successful farmer, road contractor (and politician) and lived his entire life in Harrison County near the Ohio River.

He owned one of the first cars in Harrison County, and because then there were no gas stations, he had his gas and motor oil (Polarine) delivered by steamship from Standard Oil of Evansville to nearby Mauckport. In the winter, not only would he have to drain the water from the radiator, in order to crank the engine he drained the engine oil, heated it and then poured it back into engine – no 10w -30 back then!

One of the cars he owned was a 1917 Model-T Ford. That Model-T ended its life in a barn with a cracked block long after my dad converted it into a truck during the '40s for bringing in the tobacco crop. From an early age, I practiced my driving skills (pretending, of course) sitting proudly in that old dilapidated Model-T. Before the farm sold in 1980, I took the rusty radiator shell, glass tail light lens, and a hub cap and just recently found a use for them. I restored the shell, bought a new brass radiator cap, added some Plexiglas shelves, attached the hub cap, and wired the tail light. I will present to it my grandson, Samuel E. Gilham, for his sixth birthday so he can show off his Hot Wheels, Legos creations, etc. I also have the original owner's manual for the Model T (Ford Manual) and my grandfather's 1939 Indiana driver's license that I will hang onto for a while longer.



Also, I found a note to my grandfather from Ora Shuck, of Corydon, transcribed as follows::

C.P. Miller

October 13, 1913

Dear Cousin and Friend,

You said the other day that you had the Motor Cycle "fever" one day but you wore it off. Now when you take it up again call me up by phone and I will try and come down on a sale and do the best I can to cure it for you.

And there is no question about the Yale (motorcycle) being the best and easiest handled of any made, and I can very easily convince you and others of this in a short

time by factual comparison. And, while your brother Arthur would argue different from a financial standpoint only, your brother Elmer will frankly admit it is as I tell you. And, I paid \$275.00 less 20% discount:

| | |
|----------------------|-------------|
| Cost | \$ 220.00 |
| Shipping | 5.70 |
| Rear Luggage Car | 3.50 |
| Prestolite Gas Tank | 7.00 |
| Prestolite Headlight | 3.80 |
| Horn (?) | <u>1.50</u> |
| Net cost to me | 241.50 |

And, if you want it for \$200.00 call me over the phone and I'll bring it down.

Ora Shuck

I do not know if my grandfather ever owned a motorcycle. I suspect not. However, I do know that his brothers Arthur and Elmer, who Ora mentioned in his note, owned Harley Davidsons and in October, 1913 both brothers' wives were pregnant. Arthur and Elmer made a pact that if their wives would deliver boys they would name them Harley and Davidson. Elmer's wife did have Harley, but Arthur's wife had a girl. She was born on December 25, 1913 and Arthur named her Havoline (as in Havoline oil) Christmas Miller. I am not convinced she wouldn't have been better off had he named her Davidson. She was a pretty woman, one of my mother's favorite first cousins, and everyone called her Hazyzy, but never Havoline as far as I know.



1913 Yale Motorcycle



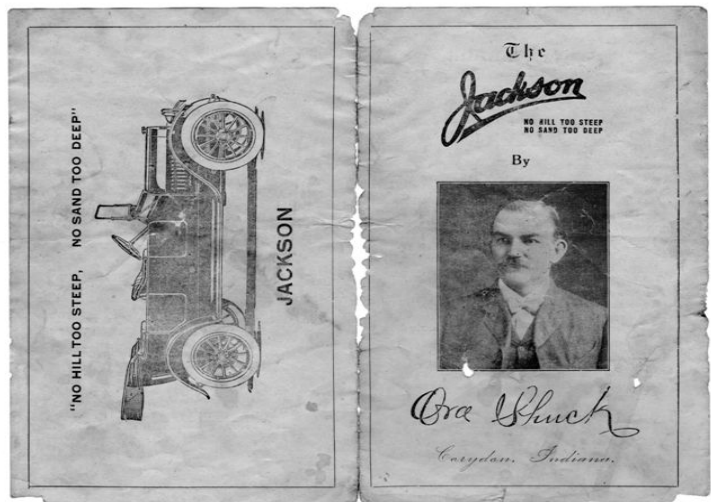
1913 Harley Davidson

In my grandfather's papers, I also found an "Ora Shuck" sales brochure featuring "The Jackson" automobile - "no hill too steep, no sand too deep". From what I see via the internet the car featured in the brochure was circa 1917. Apparently, Ora sold my grandfather neither the Yale nor later The Jackson, but he was a real wheeler-dealer. Inside The Jackson brochure is a poem penned by Ora extolling the virtues of The Jackson, best read while humming the tune, "Another One Bites the Dust".

C.P. Miller
 Dear Cousin & Friend: You said the other day that you had the "Mole" cycle fixed one day but won't it off. Now when you take it off again, call me up by phone and I will try and come down on a fall and do the best I can to cure it for you.

And there is no question about the Yale being the best and easiest handled of any make and I can give easily evidence by fact or figures of this in a short time by actual comparisons. And while you and Pro Arthur would argue different from a financial standpoint only - your 1917 Elmer will frankly admit the Yale is as I tell you.

And I paid 275.00 less 20.00 out 220.00
 Express 5.70
 Rear luggage Car 3.50
 Prestolite Gas Tank 7.00
 " Horn 3.80
 " Headlight 3.50
 241.50
 And if you want it for 200.00 call me over phone & I'll bring it down
 Ora Shuck



Ora Shuck's note to my grandfather

Ora Shuck and the 1917 Jackson

The Jackson, by Ora Shuck

In looking over the automobile field,
 Searching for the one that will most me yield;
 Good large returns in comfort, to pay
 After the regular toils of the day.

And also one the passengers can enjoy
 That has nothing at all to ever annoy,
 In the way of drumming up the auto trade
 And making a pleasant customer after the sale is made.

I've talked with auto agents and friends that call
 And carefully examined bodies, motors and all,
 That's been examined and presented of the number,
 I selected one not made of tin, but of lumber.

The question next is, where shall I Procure
 the car I should buy?

The many firms that assemble will all state
 We have the best for the price that's made to date.

Perhaps they all have a point or two, that's good,
 But I would find the auto if I could
 Designed by some experienced ingenious man;
 Combining comfortable and durable features in his plan.

You ask where the best auto is to be found?

I answer after "tramping" and seeing around,
The Jackson! It has power to run fast or slow
And its pleased customers you find where'er you go.

The Jackson is complete and neat in every part
Produced by twelve years of skilled mechanics art.
And a few points only on this I now mention
Though all are worthy of your closest attention.

Both in front and rear it has full Elliptic springs,
Surely more comfort to its passengers they bring,
Over ruts and bumps it more easily swings
So more miles for your tires is the other thing.

Unit power plant is the best that's been designed
Their transmission running always well lined
And "in union there is strength" this you need not fear
It does its work from days to weeks and year to years.

Automobiles having motors with cylinders in pairs
Has been found in the best at all the big fairs
And bodies made of wood instead of cheap iron or tin
Has been found to be superior to everything.

And those are Jackson features you'll see!
Of special merit for owners they're sure to be,
The Jackson keeps up their pleasant song,
While your bank account grows right along.

So if you want a car to fully meet your expectation
You better buy an auto with a good reputation;
I've given it the fullest test to prove to my mind
And what I found you'll find is the best of its kind.