

# Overdrive



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## President's Message

Plenty to talk about this month, even though we waited to publish the June newsletter until we returned from Conclave. We had a great meeting at George's Neighborhood Grill with a full house. It was good to see so many people there. What a surprise to have the Shoppenhorsts join us. They were here from Georgia to check on their Indy home that hasn't sold. They are now proud holders of two mortgages. Best of luck getting it sold.

We spent a good amount of time sharing stories and accounts of Conclave with those who didn't attend. We even projected Conclave photos on the TV screen in the room. It was a lot of fun to recount all the great driving experiences in that beautiful part of the country.

The arrival of some new members of the extended Healey family were announced. The Gilhams have a new grandson in Denmark, and the Burcks have two new granddaughters; one adopted and one natural. The Hallecks also announced the arrival of a new granddaughter. It will probably be a little while before the grandparents introduce them to their Austin Healeys.

Jim Frakes also made us aware of a new member in his stable of Healeys. He just purchased a beautiful Colorado Red BJ8. The Goldenbergs advised me that they have been enjoying driving their newly restored Healey. And David Morrison's Healey is back in the shop for a generator rebuild and a new water pump. We are all waiting with bated breath to see this beauty!

Dick Storrs announced that Conclave next year will be combined with the East Coast Encounter, and will be called "Enclave". It is to be held in Gettysburg, PA, July 19-24. Encounter has always included families, so it is held later than Conclave is normally held, since schools don't get out until late June in the East. More information will be forthcoming, and it is advised that registrations be made early, as they expect a large turnout.

Our next club event will be Cars & Coffee on July 19. This event is an all-inclusive car show that is held every Saturday in the parking lot in front of Another Broken Yoke Café at 96<sup>th</sup> & Meridian, across the street from the McAllisters and McDonalds restaurants. It officially begins at 10:00, but Jim Frakes suggests that we arrive around 9:00, as the lot fills up quickly. Let's have a good showing of Healeys for the crowd to look at. Roy Bowman suggested this event a while back, and he has attended it on more than one occasion.

Indy British Motor Days will be held again at Lions Park in Zionsville on August 2<sup>nd</sup>.

*Continued on page 4*

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## NEXT MEETING

SATURDAY AUGUST 9, 2014

MEET AT :

BRUCE/CHARLENE GILHAM'S RESIDENT

6374 COLUMBIA CIRCLE

FISHERS, IN

(317) 576-9178

10AM

## LINKS



**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/>

## JULY MEETING MINUTES

A post Conclave meeting at George's Neighborhood Bar and Grill had members and ex-members coming from far and wide. Those ex-members who came from far and wide were Norm and Suzy Shoppenhorst who were in Indy to attend to their as yet unsold house on the west side. Others in attendance, in no particular order, were Jim/Sandy Burck, Jim/Bev Bush, Bruce/Barbara Watson Dick/ Ruth Buis, Dick Storrs, Craig/Sue Rice, Tom Pearson, David Broyles John Mann, Jim Frakes, Jim/Jo Switzer and Steve Halleck.

President Bruce Watson began the evening by selling of tickets for the 50/50 raffle and concluded the evening by drawing the winner....John Mann!! Slowly we are building a reservoir of funds to underwrite charitable endeavors in the future.

If there is any question about our membership getting older this was definitely highlighted by the announcement of new grandchildren. Steve and Kathy Halleck, Bruce and Charlene Gilham and Jim and Sandy Burck welcomed new additions to their extended families. Maybe we can turn the tide and treat these young'uns as future members. Car seats fitted to the Healey?

The next portion of the meeting was devoted to Conclave impressions by those who attended. The general consensus was the Homestead Resort did an excellent job in catering to every whim of the 260+ registrants. Even if they failed on the amenities, which they did NOT, the surrounding scenery would have more than made up for it. The Carolinas club did a remarkable job in hosting the event. One item that Hoosier members liked was the reserving of banquet tables for the awards dinner at the initial registration upon your arrival. This eliminated the LeMans dash to get tables when the banquet room opened. Well done Carolinas!

President Bruce Watson emphasized the Cars For Coffee get together at 96th and Meridian Street on Saturday July 19th. Bruce has previously attended and the wide array of autos will keep you interested and walking for hours. Official start time is 10AM but Jim Frakes said get there by 9—9:30AM to guarantee a good position.

Next meeting is at the Gilhams for the Ice Cream Social on August 9th, Saturday at 10AM.

*continued from page 1*

The DeLorean is the featured marque this year. If you have not already done so, get your registration in as soon as possible.

The Gilham's will be hosting the Ice Cream Social this year, on August 9<sup>th</sup> at their home. More detail will be forthcoming. We will hold a brief business meeting at this event. Please show up at 10AM at their residence in Fishers at 6374 Columbia Circle.

There are many opportunities to get our cars out and drive them this summer. Look for all the upcoming events further in this newsletter.

I hope you are all enjoying your summer. I look forward to seeing many of you at one or more of the upcoming events.

Happy Healeying!

Bruce Watson



Chris McCool's 100-m at the Cars and Coffee parking lot show.

Steve Halleck's Bugeye parked next to it.

# Braking News

(EDITOR'S NOTE: Doug Bruce submitted this article for inclusion in the OVERDRIVE. This is a summary of the June 4 –8th vintage sports car races held at Indianapolis Motor Speedway.)

## A dream comes true.

There will be a vintage race at Indy? I have to find out NOW how I can make the invited list, NOW!

39, the number of times I have been to the Indy 500 as a spectator. Now I get to add to my own history of the historic brickyard.

My 15 year old daughter and I arrive Wednesday to Speedway, Indiana in a pouring rain storm. I am sitting in my tow vehicle in the infield of the track with my daughter as it rains looking for someplace in the crowded infield to set up our pit area. We have to claim paddock space now as haulers and their race cars continue to



arrive each minute. Do we set up in the grass, Looks muddy and soft there? What about the gravel, it isn't crowded but will certainly turn dusty when all of the rain moves through. Luckily, we find an area inside of Indy turn one and call it home. Now, even as it rains, I begin to set up the canopy and think of everything

else that needs to be done. The car should be unloaded and I need to get it through tech inspection today as I am on track at 9 am tomorrow. The enclosed trailer needs to be converted from a car hauler to our home for a few days with cots and sleeping bags before it gets dark. After a rain soaked 2 hours, I load up my safety gear and my daughter when the clouds part and away towards tech we drive the race car. At tech you naturally get nervous. What will the sanctioning group want you to change this time? It seems at every track, something is found that needs changed or covered. To my surprise, tech inspections for 700 cars actually goes smoothly with three lines of race cars and as many workers doing inspections as cars! It is also a neat time to meet other drivers and to admire the different cars all lined up and opened up for inspection. Sometimes, we run into friends we race against and swap stories or car issues as we pass the time. After tech, we

leave the track for some dinner nearby and get back just in time to call it a night.

**Thursday**-My Crew arrive to assist with getting the car ready for my early road course practice session. Thanks to my Brother-in-law and Dick Powell for their help as I cannot manage this week alone. There is plenty to do, fuel the car, wheels torqued, tire pressure checked, valves to be adjusted, and video cameras loaded. In my race car I head to the gasoline alley to grid up for our session. Where in the heck am I going? Yellow shirts direct me way around the facility and finally it makes sense as I am gridded up with 67 other Group 3 cars. Finally, we take to the track. I pinch myself through 3 layers of Nomex as I am about to practice where the Indy cars just raced two weeks before. I think the whole race group was taking in the track and staying safe as it was a cold track and everyone just looked for braking points and searched for the best apex to stay on track. I run a 2:24 to the leaders 1:56, not great but there is a lot to learn and I am short on experience. Later that afternoon, we went out again for our first qualifying session. Most drivers treated this one different and some serious speed was seen. I felt much more comfortable on track but had issues with higher than I would like to see water temperatures. I passed some cars that I never thought I would catch in my little car and I was passed by some cars that made my head spin just to race on track with them. A few cars in my race group included a gaggle of Porsche 356's, Chevy Yenko Stingers, a 1960 Chevy Corvette, a 1959 Kellison J5, a 1958 Jaguar XK 150, a 1966 Alfa Romeo GTV, a 1961 Daimler SP250 and an amazing 1965 Maserati Tipo 151! I run a 2:05 for 34<sup>th</sup> position out of 67 cars; I am stoked as it is 4<sup>th</sup> in class.

**Friday**-Qualify session number two goes pretty smooth. A few adjustments, including tire pressures and Carb jetting from Thursday's session seem to have paid off, paired with my gut feeling that I am learning the track much better. I end the session knowing that I had to have improved my lap times, and I did by 2 seconds; but so did about every driver and I fell down through the grid to 41<sup>st</sup> place out of 67 cars with a 2:03 to the leaders 1:52, so goes my gut feeling! Later in the day, I gear up in my suit and head over to assist a fellow racer who is racing his newer RX7 in the one hour enduro. Now, not only am I racing at this amazing track, I am also going to refuel a car on pit lane! This week is going to be an experience that will be difficult to ever replicate! We discuss procedures, communications, rules, and walk through the refueling process of the hatchback Mazda sports car and head to pit lane. Like most vintage cars, when our big chance came, our driver dashed into pit lane and we went into action, but as he tried to start the car, it would not turn over and start. No problem, we hop over the wall and not too unlike the crews of Indy car, we push the RX7 down pit lane as the driver lets out the clutch and life breathes into the rotary engine and away he goes. Unfortunately, the car develops an electrical bug and retires from the race before the finish. We had great front row seats though and watched an amazing group of cars just flying down the front straight at Indy only wondering what a seat here would be like with Indy cars rocketing at over 220 MPH! One of the memorable activities of the whole week was the fellowship experienced because we were allowed to camp inside the track. The evenings went long into the night as drivers, crew, and friends all sat around race cars, RV's, and tents, discussing tracks and cars while grilling dinner or trading car parts.

**Saturday**-I had thoughts of how this day would unfold for me. Finally, to have the chance to lap the track in proper Indy car fashion as I have watched my Indy idols do since I was a kid was going to be a dream come true. How would I react? Before I took the track for my race I watched several other races including the roar of the front engine Indy roadsters as they took the track-A sight I never had seen as those cars became obsolete way

before I began to attend the race. Finally it was my turn and time for my race group to make their way to the false grid and queue up. I arrive on the grid and take in the moment; I close my eyes and breathe slowly. I imagine the racing heroes of my past sitting in this same area as they too were readying to race at the Speedway. Sitting in my car as I am ready to take to the Indy 500 oval, I notice a golf kart approaching me and a gentleman who is shaking hands with the drivers in front of me-they seem not to know who this is, I do. Parnelli Jones, the 1963 Indy 500 race winner approaches. He won in the same year I was born and still seems pretty sharp. He reaches out to shake my hand and arm as I mention that I am humbled to see him there, he tells me thanks for bringing my car and to have fun and to be safe; wow, when we played with matchbox cars as a child, I was always Parnelli or AJ and now I just met the man and I am in race gear! As we make our way out on to the circuit, passing under the historic "Gasoline Alley" sign, I wave at the enormous crowd who have pressed up against the fences and are leaning overhead in the stands cheering us on!

We merge on the back straight and as I enter turn three, I begin to wonder if my 55 year old car was going to suffer a collapsed suspension member under the building G force loads as I turned in towards the short chute. Take it slow, check gauges and always keep an eye on my mirrors I am thinking. I needed to have confidence in my car that it was going to take the sustained loads in the turns and that I was not going to generate sustained high RPM's down the straights. After a couple of laps I began to find a rhythm and felt that my car was enjoying the moment as much as I was. I had placed a rear facing camera and had hoped to gather some incredible footage on it as I closed to the outside wall, but after a few laps I saw that there were a few cars that were running some very quick laps and I wanted to always leave room for them to pass high to my outside as I made my laps; I was glad I made that decision! As three Porsche 356 race cars closed on me as I cleared turn two, I pointed by to the outside as I passed some slower cars on my inside. By the time I arrived into turn three and made my exit to the short chute, I saw one of those 356 Porsches up against the outside wall, the driver waving his arms high overhead and the car looking somewhat narrower than when it began the race. I suspected that the officials had to throw a yellow or even a red flag and I made the quick decision to exit the track unto the last section of pit lane; only because I had read the rules for our oval session before I had taken the track which stated that unlike a normal red flag where we would stop on the track, they wanted us to exit the track under a red flag. Later, I saw the in-car video of the wreck where the Porsche and an open wheel car came together, I felt that it was truly an avoidable accident that ended our dream session so early. In my book a Point by should have been given by the car being passed and absent of that and at our speed on the track, the overtaking driver should back off and assume he has not been seen. Both drivers participate in the safe pass to some extent and need to also be predictable. A painful lesson learned and a shortened session for everyone else.

Saturday evening there was a small social gathering with beer, food and the sharing of speed secrets for the 2,400 drivers, guests and crew. The band Grand Funk Railroad played a concert in the shadows of the tower terrace, what an amazing evening! Later, we even managed to grab some coolers of our favorite beverages and sit near one of the many huge infield video screens as we watched the live feed of the Indy car Texas race. A fireworks show that rivaled even the largest city celebration concluded the evening as we all found our tents, RV's and haulers for a much needed nights rest.

**Sunday**-The highlight Sunday had to be the 24 Indy drivers racing the road course in Group 6 large bore Corvettes, Mustangs, and Camaros. I walked over to the grid with my wife and kart racing 15 year old daughter. The race cars for the Pro-Am race were parked out on pit lane and all of the drivers where there signing auto-

graphs and looking giddy as if it was their first time on the track. My daughter brought out her pink karting helmet and proceeded to add to her weekend of autographs. Eliseo, Emmo, St James, Guthrie, several Un- sers, Goodyear, Simon, Lazier, and on and on they signed. Finally, it was time to watch their race and boy did they all race to win, even damaging a few of the historic cars along the way. A long time favorite, Little Al won the race.

It was time for my road course race after 3 days of practice and qualifying and gradually learning the track. I took my time as I suited up. The Nomex socks, my 3 layer FIA race suit, Nomex t-shirt and baklava, arm re- straints, gloves, and shoes. I am looking at the tower terrace as I slip on my helmet in my paddock and attach the HANS straps to it. I think about all the drivers who have done this same process before a race at this track and I am filled with a wave of emotion for what I am about to accomplish. This is hallowed ground. You know it is serious when you are required to have your name and blood type listed on the back of your hel- met. I then slide down into my seat and my daughter assists me with tightening my six point harness. I yell, clear, oil pressure raises, ignition and off to the false grid.

Starting 41<sup>st</sup> of 67 cars with my 1275cc motor, the smallest displacement motor of all the cars, I know this will not be a race that I will win. I only hope that I can prove to myself that I have the proper mettle to race here and that I can complete it safely. My crew keeps an umbrella on me to shield me from the hot sun and give me reassuring glances and bits of last minute advice. As we take to the track, I am checking gauges and visu- alizing the start in my mind for the umpteenth time. As we approach Indy turn 1, racing clockwise, we group up two by two. Looking good with close spacing, two car lengths apart, the roar of the unmuffled cars raises



into some sort of awkward symphony, “music to my ears” my daughter would say; we approach the starter near the half way front straight in anticipation. Suddenly the green flag rises high overhead from ten stories high it seems, I press down on the accelerator pedal, hold my line and green flag, green flag, green flag, I am now racing at Indy!

Turn one quickly approaches, tires cold, hold your line, where is my out if something goes bad? Brakes not yet hot but heavy braking is needed, turn in to the right, approaching much faster than during practice, oh my, cars spinning, cars taking evasive action, cars off in the grass, Heavy under steer in my car, I slide straight even as I have turned in, I anticipate the slide with throttle, accelerate, coax the car to turn and miss a car facing the wrong way and I get on with the race! I am still on track, whew, the first two turns of the first lap and I have seen more action and chaos than I want to see, so the race goes. I find myself holding my breath often as cars spin in front of me as they find the limits of adhesion, a fact of car control I am often close to, but not yet crossing; luckily. Some cars begin smoking, heat or oil I wonder? These are old engines and valuable cars racing out here. Another lap, then another and another, I begin to find a groove and suddenly two cars spin directly in front of me in what looked like a coordinated dance on ice, oil? I take note to remember that spot as it must have been oil on the surface and I do not want to make the same mistake. I make a note to always check the gauges down the straights; oil 220, great....Water 190, later it climbs to 195, even later to 210..I push on, short shift, the temp finally drops to 200..I’ll take that. Just bring her home safe and in one piece I clamor loudly to myself in my helmet. Finally, I cross the yard of bricks and see the one to go sign, I acknowledge the starter by nodding that I understand his command. I know now I have to keep the white unidentified race car that has been getting closer in my mirrors behind me. It has been a great race but this is the last lap. I run a defensive line thru the final 2 turns and carry enough momentum and speed unto the front straight and I hold him off and cross the yard of bricks. Relief and exhaustion both course through my body as I slow down to cool the car off and wave to the corner workers as well as all of the fans who cheered us on. That is what we all race for, to make that lap AFTER the race is over! I run a 2:03 for a 7<sup>th</sup> in class and 30<sup>th</sup> overall; I am stoked and beat at the same time.

I arrive in my paddock space and as I shut the car down. I am surrounded by family and friends. Slowly, I remove my safety gear, gloves, helmet, HANS, baklava, and belts. I get hugs and high fives from everyone and while I did not win, I reached an unbelievable dream to drive on the very track in a race just like my childhood idols. Here is to them all as they passed the gift of sportsmanship and competition to me and here is to all who cheered me on, I felt your very spirit!

Doug Bruce-Vintage racer-1959 Austin Healey Bugeye Sprite number 71

# Visit OhioValleyAHC.com for more details



The Courtyard-Mariott Hamilton, Ohio  
1 Riverfront Plaza, Hamilton, Ohio 45011



Downtown Hamilton Ohio

### REGISTRATION FORM

Join us for this fun weekend by simply sending in the completed registration form with payment; then make your hotel reservation at: The COURTYARD BY MARRIOTT HAMILTON OHIO—Call 800-627-7468 or 513-896-6200. The room price is \$109.00 (plus applicable taxes, etc.) per night and includes a light complimentary breakfast. Make your reservations early to assure a good choice. Reservations received Sept. 1, 2014 and later will be at standard rates and choices will be limited.

Name _____	Guest's name _____	
Address _____		
City _____	State _____	Zip _____
Email Address (optional) _____		
Car 1: Include model and year _____		
Car 2: Include model and year (second car free) _____		
Club affiliation: _____		
Early Registration - \$60.00 for two people	\$	_____
Late Registration (after September 1, 2014) - \$65.00	\$	_____
Banquet Dinner - \$25.00 Per person. Number of dinners: <input type="text"/> X \$25.00	\$	_____
<b>TOTAL AMOUNT DUE:</b>	<b>\$</b>	_____

Make checks payable to The Ohio Valley Austin Healey Club or OVAHC

**Mail registration form with payment to:**

Gayle Loos  
78 Broadview Place  
Fort. Thomas, Ky 41075-1052

**If you have questions call Tom Hall at 813-637-2468 or visit OhioValleyAHC.com**

Indiana British Car Union Presents the 26th Annual

# Indy British Motor Days

Saturday, August 2, 2014



You and your British Motorcar or Motorcycle are again invited to join us for the 26th annual Indy British Motor Days. This year's celebration of British Automobiles will be featuring DeLorean.

We will return again to Lions Park in Zionsville, just one block from downtown. You, family will enjoy browsing the galleries, antique shops, specialty stores and the farmers market. Lunch will be available on site, but there are many distinctive restaurants on Main Street offering breakfast & lunch.

### U.S. 31 construction

Section in Zionsville closing this spring

A section of U.S. 31 in Zionsville will be closed as of April 4 until Thanksgiving. Closures and construction will be between I-465 and 146th St.

## Featured Marque DeLorean



For more information on Zionsville, visit the Chamber of Commerce Website at [www.zionsvillechamber.org](http://www.zionsvillechamber.org)

Awards include Best of Show, Best of Class, Excellence in Class, and Specialty trophies.

Classes are by Marque and Model, with 4 pre-registered cars needed to create a voting class. Also classes for Members, Featured Marque, and Motorcycles.

Entry Fee: - Pre-Registered by July 20th: \$20 per car. Day of show: \$25. Vendors: Free if pre-registered, \$10 day of show.

Show Times:

Vendor Registration: 8:00

Car Registration: 9:00

Voting: 10:00 to 1:00

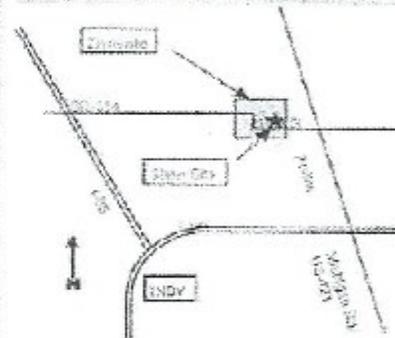
Awards: 2:30

For further information, visit our website at [www.ibcu.org](http://www.ibcu.org).

### Show Location:

Lions Park  
SR-334, 1 mile west of Michigan Rd  
Zionsville, Indiana

Directions: On Indy's northwest side, take Michigan Rd (US-421) north from I-465 for 2 miles, then left (west) at the light at SR-334/16th St.



Please Print: **2014 Indy British Motor Days Registration - Mail by July 26th**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

British Car/Motorcycle (\$20 per car) - Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

If a Vendor, size of area you will need (no fee for vending if pre-registered): \_\_\_\_\_

Mail by July 26th, include a check made out to: David Allgeler, Registrar  
Send to: David Allgeler 5883 Ramsey Dr. Noblesville, IN 46052

For additional info, Contact: Greg Albers 317-873-6335 [greg@britishcar.com](mailto:greg@britishcar.com)

# UPCOMING EVENTS

## JULY

19th Cars and Coffee

96th & Meridian Street

Indianapolis, IN

## AUGUST

2nd British Motor Days

Zionsville, IN

9th Ice Cream Social and Monthly Meeting

Hosted by Bruce & Charlene Gilham

6374 Columbia Circle

Fishers, IN

23rd Carmel Artomobilia

Carmel, IN

## SEPTEMBER

9th Monthly Meeting

11th—14th September Roundup

Hamilton, Ohio



CARS AND  
COFFEE  
SIGHTS

