

Overdrive



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President's Message

As I sit here thinking of the driving season ahead, it is 48 degrees, drizzling, and breezy. Well, I guess the Healey family would have thought this was a good day to go for a drive in an Austin Healey! We must be spoiled. However, I can recall a couple of spring and fall rallies with the Midwest and Wisconsin clubs, during our early Healey ownership, that took place in very similar weather. At least my heater worked and I had not insulated my drivers' side floorboard yet. So together with four bodies, we kept warm.

These are some fond memories of the early days with our Healey. Several of our members brought pictures of the early days with their Healeys to our meeting on Tuesday night at the Patriots Table in Greenwood. It was fun sharing old pictures of our Healey experiences. We all looked a lot younger and some of us had a bit more hair. Jim Switzer and I had very similar pictures that we took at some of the events in the early to mid 80's, but we never met until Barbara and I moved here and joined the Central Indiana Club in 2008.

We are in the final stages of planning for our trip to Conclave 2014 at the Homestead Resort in Hot Springs, VA. At this writing, 6 and maybe 7 cars will be caravanning on the scenic secondary roads through Indiana, Kentucky, West Virginia and Virginia. Our plans are to leave on Friday, June 13, and stop for the night around Charleston WVA. We will be able to get up and have a leisurely breakfast before continuing on to Hot Springs, where we should arrive early to mid- afternoon. We will have all the final details at our next meeting at Logan's Roadhouse on June 10.

We will have a good representation from our club at Spring Thing with Jim Frakes, the Buis', Haskells, and Bush's. It sounds like the Bluegrass Club has put together another great event. We will be looking forward to a report at the next meeting.

Next up is the Brickyard Vintage Races at the new Indy 500 road course, June 5, 6, 7 & 8. They closed registration at 1100 cars! If you have never attended a Vintage Car Race, this is a great opportunity right here at home. General admission gets you into the entire venue; grandstands, paddocks, and race vantage points on the entire infield. Doug Bruce will be racing his #71 Bugeye Sprite with its' newly rebuilt engine and trans. He will be providing the exact location of his paddock next week, and I will forward that information to you. Doug has invited our members to come by his paddock to see his car, rest, and enjoy a cool drink.

Get those cars out and create some long looks and smiles, and have fun !

Happy Healeying!

Bruce

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NEXT MEETING

TUESDAY June 10, 2014

MEET AT :

LOGAN'S ROADHOUSE

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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/>

MAY MEETING MINUTES

The May meeting was held at a new venue , The Patriot Grill in Greenwood on South Madison Avenue. They serve big tenderloins, just look at the whopper that Pat Bruce was handed. Also in attendance were Jim and Bev Bush, Jim and Jo Switzer, Bruce and Barbara Watson, Bruce and Charlene Gilham, Bob and Melanie Haskell, Jon Monies and Joan Wright, Ruth Buis, Craig Rice, Jim Frakes, and Steve Berenyi.

President Bruce Watson canvassed the crowd to sell the 50/50 tickets to finance the benevolent fund. This was done while we ate and before the meeting started. At the conclusion of the meeting the winner was drawn and Steve Berenyi walked away with half the funds.

Treasurer/Membership Chairman Craig Rice stated that Richard Kurth has rejoined the club and we now have 54 members. We are holding our own.

An event we keep emphasizing is the Vintage Sports Car Races of June 4th-8th. CIAHC member Doug Bruce will be racing his Sprite and has invited us to his trailer.

Let's show our support for Doug and attend. (See his article in Braking News on page 5)

Bruce asked for info on who would be attending Springthing. The Buis, Bush, Haskell couples indicated they were planning on going. Jim Frakes also said he would be there.

The next agenda item is to get a final route planned for Conclave in Hot Springs, Virginia. Initial itinerary is to allow 2 days for travel, overnighting in the Charleston

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West Virginia area. Attendees yet to be determined. Bruce Gilham will be coordinating the route and the stopover points. Bruce Watson circulated a sign up sheet for those in attendance to indicate their participation in this caravan. It looks like Mike and Carolyn Schmidt from Northern Indiana club will be joining us for this 2 day drive.

The Ice Cream Social event for August now has a host. Bruce and Charlene Gilham have offered to coordinate this event. The date will be August 9th. Look for details in later editions of the OVERDRIVE.

Bruce Watson had asked members to bring early photos of their Healeys when they first got the car. Some members brought just one or two. Jim Switzer brought a nice photo album showing various British car events, his 2 Healeys that he owned at that time. Craig Rice had a photo of himself in his first Healey 50+ yeaes ago and a photo of himself now in the same car. Not many people have that distinction.



Big as a Hubcap!!

Braking News

(Editors Note: Doug Bruce sent this article for inclusion in the OVERDRIVE. All members can do so at any time, but this is quite appropriate as the Vintage car Races at the IMS are next week. Do take the opportunity to attend and support Doug in his racing career.)



Off Season Reflection of a vintage racer car driver

Truly, anyone who knows me understands that I have a lot of hobbies. Scuba diving, bicycle road racing, mountain biking, photography, camping, hiking, fishing, model rocketry, British cars, (I have three..I have three?), and even landscaping, too many hobbies really. What may come as a surprise to most is just how attached I have become to one particular hobby, racing and campaigning my vintage race car. After five years of vintage racing and writing about the trials and tribulations of what happens at the race track, I think that reflecting back on those five years is appropriate. Well maybe not entirely appropriate, but my shrink thinks if I share it with you, it will lift a great burden from within for me.

Off season

When I first ventured down the path of finding, purchasing, and racing a vintage car I wondered how on earth I was going to get through the six winter months where my car sat idle in the garage and I would spend my free time watching videos from the previous season; That my friend was fallacy number one.

Who on earth has free time when we are not racing? Not me! First, there is the time where you park the race car in the garage and refuse to go anywhere near it, sort of a “you are on strike” attitude. Then, after some pouting and gruff comments to friends about how you could not even care if someone came and stole your @#%& car from under your nose, you make your way to the garage to begin cleaning a season of grime away. Next, as your selection of garage beer improves, along with the

music you play on your garage playlist, your attitude improves as well and soon you find yourself actually enjoying once again, the work on the car; heck, the season is just around the corner you say! Wrong. After the process of cleaning, you begin to remember the leaking axles, leaking oil pan, leaking master cylinder, leaking exhaust, leaking coolant (from somewhere?), leaking fuel cell, and finally the leaking gearbox, which by the way, also makes noises that oddly enough, sounded like the noise you last heard when a fork ended up in your garbage disposal! Next-(coincidentally this occurs when your mailbox is full of catalogs from Pegasus, Speedway Motors, and Moss!), you begin to compile a list of the parts you need for winter repairs, your pen runs dry! The list may look like this:

Oil, Gearbox oil, Water wetter, Oil filter, Fuel filter, Gearbox oil, Brake shoes, Brake pads, New coolant hoses, Improved hose clamps, Throttle cable, Valve cover gaskets, Spark plugs, Beer, Clutch disk, Clutch pressure plate, Clutch throw out bearing, Engine mounts, Brake light bulbs, Radiator cap, Beer, Tires, I don't have this sort of money, Tools, Spare parts, This is getting expensive, Oil cooler, I think I had better stop, Axels, Didn't Gary carry these-I don't need to buy them, Rear pinion gaskets, Holy cow I could build a second race car, Differential fluid.

Four months until the season begins. And so it goes, you get the point; it's usually a long list. A small hint here, don't think for a minute that just because you thought you were smart and had the list of parts sent to your office so you wife would not see them means she won't find out, she will. Especially when your neighbors both work for UPS, Yeah, ask me how I know. Finally everything arrives and the work of replacing, improving and skinning your knuckles begins. Well it could. You begin and open your expensive socket set/open end wrenches and remember the guys across the paddock at the last race that had no tools and came looking for the exact tools that now only leave empty spaces in your tool kit, yeah, those guys. (Probably driving and racing a Porsche!) Off to Sears for a few new Craftsman tools and yet another box from UPS comes to your door. I believe after season three, I was getting birthday cards from my UPS deliveryman.

Nothing comes apart easy in your own garage. At the race track, I have found that there is always someone around who knows this thing to turn first and what not to loosen then before you pull that, stop!-skip that too, then wow, it workedhowdidyoudo that? Sort of time saving thing. No such person exists in your garage; it is just you and a part that simply will not be removed from how it resides and what it holds together: Liquid wrench even refuses to come from out of its can to loosen some of these parts!

Two months before the opening race. No worries. Everything is now apart, another round of parts have been ordered, usually this round of parts is much smaller, no not the SIZE of the order, but the parts themselves are smaller and coincidentally, more expensive! Another thermo of mine, the smaller the part MUST cost more and be the one item OUT OF STOCK! As you work on the car, you make friends with the neighbor kids. (The same ones you chased out of your flower garden at night and scared them half to death!) Usually the conversation goes something like this, "Hey Sam, yeah, sure it's

me, No, I am not mad about the garden....Really-we were not going to actually eat those vegetables. I mean that is what a produce department is for, right? So, anyway Sam, I need some help here. Ever bleed brakes before? Hey-don't go-hey..."

Back to square one-the neighborhood kids would only tear it up anyway! Little by little you assemble the car, fill the fluids, air the tires, and charge the battery and bribe your friends to stop by for a beer then get them to help for five minutes here and there! Then while you wait for the single, final, "small countries have mine less GNP than this thing cost" out of stock part, you look over and repack every spare racing part tub you own; if you were pregnant, they would say you were "nesting"

One month to go, where is that part so I can start the car? Frantic phone calls between you and parts suppliers now take place. Your family now has not seen you for so long that they call the police when you walk through the door into the kitchen. Dust has covered the grease handprints you left on the car when you started taking it all apart! Now is a great time to begin to look over your safety gear. Helmet, SA 2010? Yes. Gloves and shoes have any holes? Yes, but they are so comfortable! Order new ones asap. Race suit, whew, it certainly didn't smell like that when I last put it on, probably should have taken it out of the race bag long before now, how could anything ever smell so bad? It did rain at the last race; it might not have been such a good idea to stuff it directly into the race bag....Did I smell that bad too?

A week to go. Car in the trailer-Where are those tie down straps? Trailer needs wheels repacked, like last year, I promise to do it this summer sometime. Must verify that my race entry was correct. Am I number 71? 171? Or 711 this time? 116 would be a great number, reads 911 if my car gets upside down. Print directions to the track. Verify you have hotel reservations, who am I kidding, I always tent camp at the track as my charge card gets declined by the time the season starts! Buy beers for your friends until one of them breaks down and agrees to attend your race as a crew member under the promise that they actually won't have to do anything.

Finally, the season begins, and you head off to the track. You pull up to sign the track waiver and are greeted by the VSCDA office staff. You park and unload your rig, and get the car over to tech for your car's annual inspection. Have you ever seen a grown man cry? If not, witness a technical inspection of a race car at the start of a season! We sit in a long line, safety gear in in the seat and hope everything works and doesn't leak, well for at least the next 15 minutes!

Five minute call to the grid. Before you even set wheels on the false grid you come to realize a few key points. You realize that even if you could not get your car ready for the first race of the season, it would be no big deal as what you really missed wasn't the racing as much as it was the other drivers, crew members, staff, volunteers, corner workers, and family friends who show up and make vintage racing a special fellowship. You also realize that you truly enjoy having your family with you at the track whether it is hanging out in an RV, camping in a tent, or staying down the street in a hotel, just because vintage racing and the work in the off season, if done correctly, lets you enjoy campfires, track walks at dusk and movies on the side of a hauler with your family and do something you always dreamed of; taking a checkered flag at race end!

See you at the track!

Doug Bruce-Architect/Owner/Mechanic/Driver 1959 Bugeye Sprite Number 71

SPRINGTHING

Tom and Wendy Neal's BJ8 reposing in Georgetown, Kentucky. This was their first overnight trip in the Healey of this distance. A little rain delay in the Bloomington, Indiana area did not stop them from their appointed round. Ask about their trip and meeting Tucker Madawick.



A nice solution to the lack of cupholders in the Bush's BJ7. Gimbaled beverage holders from a marina and one hour install on dash shelf did the trick.



UPCOMING EVENTS

MAY

25th— Indy 500 Party hosted by Monies/Wright

Brown County, IN

31st — Muncie Imports & Classics Open House

31st thru June 8th

British Car Week, get your British car out and drive it

JUNE

4th-8th Indy Vintage Car Races

Indianapolis Motor Speedway

10th Meeting

Logan's Roadhouse 82nd Street

15th –20th CONCLAVE

Hot Springs, VA.

28th London to Brighton Run

JULY

8th Meeting

Location to be determined

19-20th Tether Car Races

Anderson, IN