



Overdrive

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President's Message Dec 2019

As notified earlier, this is my last year as Austin Healey Club of America's Central Indiana Club's President. It has been a wonderful experience being in the club and I have enjoyed those years of Healey events, social events, Tech Sessions at club members garages and along the highway, Conclaves, (Including 2000 and 2018), BGAHC Springthing's, SE Classics, IBCU London to Brighton, IBCU annual Car Show, regional events such as Miami Valley, Ohio Valley, and so many more memories I just cannot name them all.

I assure you I am not leaving the club, just retiring as President. I will still be available for a tech session, at your place or y warehouse. Still will be attending meetings and be involved with most all club events bot socially and by supporting roles.

Twenty-Four years ago my brother, business partner and best friend, Bill Frakes passed away. Bill had a 100-6 that he loved to drive but it really needed a lot of work. In fact, the right front suspension A-arm was totally broken and "popped" as he laughed heartily and accelerated at a fast pace. Our business was growing and Bill was too busy to do the Healey work himself. He hired a person to "restore" the car but the gent proceeded to take it all apart, every last screw and bolt. After several months and finding no real progress on the car, Bill retrieved the Healey and parked it in our joint rental garage in Carmel where it sat for likely some five years.

As the executor for Bill's estate, my job was to evaluate assets, the Healey was included. In trying to come up with a value, I came across a 100-6 for sale right in Noblesville. Ron Francis was the first Healey person I knew and soon found his enthusiasm was contagious. The next thing I knew I was stopping by the Auburn auction on the way back from a client. A very nice white BJ8 did not sell in the auction and was setting on the lot with a "still for sale" sign. After looking it over three different times, the owner finally made me an offer I could not resist. On returning to my Noblesville home,

my wife, Bonnie, was on the rear porch relaxing when I sprang the news I wanted to talk. Her big sigh of relief came when I said I bought a Healey, we are going to join the club, we are going to events together, with the Healey and you can meet Healey people.

Little did I know, that Healey's were an addiction; one is nice, two makes it nicer and even more seemed to follow me home. After Conclaves 98 and 99, I was so hooked, I was convinced the club could do a Conclave in 2000. With wonderful help from our members, we pulled off a very nice venue that was remembered by many for many years. Along the way we added a tour of Europe with 31 other Healeys in the same year!

I could go on with this story, but most of you already know it and many of you were a great part of it. Now, it continues with new leadership that I am confident will keep Healeys on the Road and the sunny side up.

Keep Calm and Healey On!

Tech Sessions; None planned for December. Call if you have a task that needs help on your Healey.

Jim's Pix from the Past

(Jim picked a few photos from over the years)



Best of Show 2002 Lake Tahoe,
Nash-Healey



It doesn't take the club long to strip a car
down! Willomere garage, 2008



Bob and Melanie on a trip to Kingston 2009 to see Bob's parents.



Bush's Halloween Party, 2009



Conclave Galena 2010



Fall Roundup 2010



BMC Car Show, Northern IN, 2010



Sue checks out the 100. David debuts the BJ8. Colorado 2011



Fall Roundup 2011, Piqua, OH



Ice Cream Social 2012. Can you name the hosts?

CARS/PARTS FOR SALE or WANTED TO BUY

(Please send Jim Frakes or Steve Halleck any news of cars/parts that are for sale.)

-Jim Frakes supercharged Bugeye.

In need of a good Bugeye front bumper? I have one along with all of the brackets. (Steve)

Next Business Meeting:

**No December meeting. The January meeting will be held at Grindstone Charley's
5383 W Rockville Rd
Dinner at 6:30, meeting at 7:30 PM.**



2019 CIAHC Officers and Contacts

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Mr. Healey's Neighborhood

Central Indiana AHC
<http://www.ciahc.org>

Bluegrass AHC
<http://www.bluegrassclub.com>

Miami Valley AHC
<http://sites.google.com/miamivalleyahccom>

Mid Ohio AHC
<https://sites.google.com/site/midohioahc/>

Northern Indiana AHC
<https://www.facebook.com/NorthernIndianaAustinHealeyClub>

Ohio Valley AHC
<http://ohiovalleyahc.com>

Indiana British Car Union
<http://www.ibcu.org>

Austin Healey Club of America
<http://www.healeyclub.org>

CIAHC November Business Meeting

Date: November 12, 2019

Place: Grindstone Charley's, 5383 W Rockville Rd, Indianapolis

Attendees: Roy Bowman, Pat Bruce, Ruth Buis, Jim & Bev Bush, Jim & Sue Frakes, Steve Halleck, Bob & Melanie Haskell, John Mann, David Morrison & Bonnie Stahlecker, Craig Rice, Jim & Jo Switzer, Peter Van Horn

Jim Frakes called our meeting to order at 7:27 pm

He began by expressing our thanks to the Bruces for hosting our Halloween party on October 26.

Attendees at the 2019 Black Hills Conclave shared their memories of the wonderful September event.

The minutes from our October business meeting were unchanged as published in Overdrive.

Craig Rice Treasurer/Membership reported a current membership count at 50.

Jim Switzer gave the Delegate's Report in Dick Storrs absence on the prior weekend's Fall Delegates Meeting held here. Delegates were very pleased with the local auto collections tours arranged by Dick provided to Delegates arriving prior to the weekend's formal sessions.

Jim Frakes reminded us about our upcoming Christmas Party on December 8 chaired by the Beldens. **Please RSVP ASAP to enable them to have an accurate count.**

Jim Bush announced that we are the host Club for the 2020 September Roundup on the 17th – 20th and seeks volunteers to help.

Jim Frakes reported on his activities with Deb Phoenix, the daughter of Jim Alderson, a founding member of our local ACHA Chapter in 1976. Mr Alderson recently passed away, and Jim advised Deb about preparing his Healeys for disposition. The Club approved a benefit of \$100 from our Benevolence Fund to honor Mr. Alderson's service and importance to our Club.

We adjourned at 8:10 pm.

Next meeting: Tues, Jan 14, 6:30 pm, Grindstone Charley's 5383 W Rockville Rd

Miscellaneous Meanderings

By Steve Halleck

I hope everyone had a great Thanksgiving this year and survived the change from summer to winter – skipping fall. It's been a cold Novembruary!

Last month I posted that my brake lights weren't working and that I'd ordered a new switch. Installing the switch, the lights still didn't work. I pulled the wheels and jacked up the car thinking I'd be going through all the brake lines to find out what was going on. Then I realized I'd had another senior moment. Turning on the key, the brake lights worked fine.

Dick Storrs once again came up with some great car collection tours for the September Delegates meeting, touring the Wolf and Skillman collections.

Andy Wolf's collection is an interesting group of primarily muscle cars. Andy was a gracious host, showing us around his private collection and explaining details about the cars. He also told us about the Classic Car motor oil developed by the Classic Car Club of America. It's an optimal level zink oil designed for older car engines and available at www.classiccarmotoroil.com.

Roy Skillman's collection is a much larger one including a wide range of vehicles (and non-vehicles – including a merry go round). Andy's is a private collection, but Ray's is open to the public and well worth the visit.





One of the neat cars in the Skillman collection is the recreation of the Sumar Streamliner, which ran in the 1955 Indy 500 (without the bodywork). The story of the car is a fascinating one that Roy Bowman wrote up for this publication some years ago. I asked Roy if we could include it again. It's attached below.



Dick Storrs has provided summary notes from the Delegates meeting. They are available (along with a detailed summary by Mike Schnieder) on the club's website CIAHC.org.

Dick will also will have some info from the Delegates meeting at the next gathering;

1. **Conclave History**, by Walt Blanck and Edie Anderson. A compilation of data and comments about the Conclaves held between 1976 and 2004.
2. **Seventy-six Healeys, 200 Registrants, Marked the First Conclave in '76 in Indiana**, an article authored by Walt Blanck, which appeared in the Chatter (fore runner of the *HEALEY MARQUE*)
3. A sheet showing the Budget for 2020, approved by the Delegates in the November 2019 meeting; and comparing it to previous 2 years of budgets
4. A sheet showing the operating expenditures for the *HEALEY MARQUE*.

Event Calendar

Please let me know of any addition/changes!

2019 Events

December:

December 8th – **CIAHC Christmas Party**, 3202 N. Meridian, Indy

Dec 25th – Merry Christmas!

2020 Events

January:

Jan 14 – Jan business meeting, Grindstone Charlie's, Rockville Rd, Indy

February:

Feb 11 – CIAHC business meeting, TBD

March:

Mar 10 – CIAHC business meeting, TBD

April:

Apr 14 – CIAHC business meeting, TBD

May:

May 12 – CIAHC business meeting, TBD

May 17-21 – 45th Healey Rendezvous, Montebelu Resort South Lake Tahoe

May 17-21 – Conclave 2020, Crystal River, FL

May 23-31 – British Car Week

May 31 – Champagne British Car Show, Champagne, IL.

June:

June 9 - CIAHC business meeting, TBD

June 20-28 Tire Squeal (Schweinfiletring), Southern IN?

June 28 – Michiana British Car Show, Notre Dame, IN

July:

July 12 – British Car Day, Cincinnati, OH

July 14 - CIAHC business meeting, TBD

August:

Aug 8th – British Motor Day, Zionsville, In

Aug 11 - CIAHC business meeting, TBD

September:

Sept 8 - CIAHC business meeting, TBD

Sept 17th-20th – **September Roundup, Springhill Suites, Plainfield, IN**

October:

Oct 13 - CIAHC business meeting, TBD

Oct 15th-18th – Southeastern Classic, Townsend, TN (I can't find any info online)

November:

Nov 10 – CIAHC business meeting, TBD

December:

Clothes make the man, and maybe the Big Race

Perhaps one of the strangest fashion statements in 500 history occurred in 1955 with the new Sumar Streamliner Special. The car, essentially a Kurtis-Kraft D chassis powered by a Meyer-Drake Offenhauser, but clothed in a special, aerodynamically designed body and cockpit canopy, was the entry of Chapman S. Root with driver Jimmy Daywalt, and looked more like a futuristic Le Mans sports prototype than an open wheel Indy roadster of the day.

Root, from Terre Haute, IN was the grandson and successor of Chapman J. Root, the family patriarch who in 1901 founded The Root Glass Company, which specialized in the manufacture of glass bottles and other glass containers capable of withstanding high internal pressures. In 1905, the elder Root opened a second plant which made Root Mason jars, then selling that line to the Ball brothers of Muncie in 1908. But in 1915, the Roots grew to national prominence through a bottle design contest sponsored by The Coca Cola Company. Coca Cola was interested in a new bottle design for its soft drink, so distinctive that it could



Above: Chapman S. Root alongside his sleek Streamliner in 1955.



Right: The original 1915 winning Coca-Cola bottle design.

be recognized even in the dark or in broken pieces. The Root Glass Company submitted a design, and it won ! This began a long and storied relationship between the Roots and Coca-Cola that would make trademark history. The Root Glass Company itself continued to enjoy immense success, becoming in the early 1930s, the largest glass plant of its type in the country, employing over 1000 people. These facilities were merged in 1932 with Owens-Illinois Glass, and the Roots then invested in Coca-Cola bottling plants and other ventures across the country.

Jimmy Daywalt, from Wabash, IN began driving for Root in the 1953 Indy 500. He qualified Root's Kurtis Offy roadster and finished 6th, one of only six to finish the race without relief due to the extreme heat, winning the coveted Stark and Wetzel Trophy as Rookie of the Year. However, the next day, he flipped his sprinter at the famed high banks at Winchester and was hospitalized, unable to receive the award at the 500 awards banquet. Not wanting him to miss receiving the accolades due their local hero, his fellow Wabash citizens decided quickly to sponsor a special banquet in Wabash instead to fete him as soon as he was well enough to attend. Fortunately, he recovered enough to be released a few days later, and the banquet was on. The event

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Bottom right: Daywalt receives the Stark and Wetzel Trophy

attracted many sports and other celebrities, other 500 drivers, local officials and many fans, including Sid Collins, the famed voice of the 500, Wilbur Shaw, then President of the Speedway, and Stark and Wetzel executives to formally present the award. The overall response was overwhelming to the organ-izers, with over 500 people in attendance!



Root and Daywalt continued their promising association in the 1954 500, with Daywalt qualifying 2nd. **(Top Left:** The 1954 drivers' meeting with Day- walt in his proper front row position.) In the race, he led for 8 laps, before crashing out on lap 111.

But in 1955, the new Streamliner would be difficult. Daywalt, from the start, felt claustrophobic under the plastic canopy. So, it was quickly removed. Also, as an open wheeler, he had initial problems visualizing his exact line with the front wheels covered. The body cover would also make it harder to quickly ascertain the degree of tire wear. But the greatest problem was in the hand- ling. The ultra streamlining of the body caused air rushing over the surface to act like flow over an airplane wing. The result was that at high speeds air- flow tended to lift the rear of the car right off the ground, especially critical in the turns. Moreover, air packed up inside the fenders without proper escape, causing 100s of pounds of excessive drag. Unable to make suitable speed, the Streamliner passed on a qualifying attempt during the initial weekend. Talk around Gasoline Alley was that it was a flop.

Root decided to bring in a design expert from Allison Aircraft, who, after a few hours at the Speed- way, advised that changes could be made to remedy the situation. But finally, it was clear that only a rad- ical approach would do in the remaining time left to make the show. So, the order was given to undress her! What was revealed was her underwear of ulgy inner body panels with various accessory parts like the side-mounted oil tank now in full view. **(Mid- left:** A smiling Daywalt sits in the new "streamliner" after qualifying 17th.) Upon qualifying, Daywalt ex- claimed, "That was the hardest drive I've ever made in my life!" In the race itself, he brought it home 9th.



Root and driver Marshall Teague failed to qualify the Streamliner for the '56 race. Teague, an early NASCAR pioneer, was known as the "King of the Beach" for his prowess racing on the sands of Daytona in his famed Hudson Hornets. But in 1953, after an apparent falling out with Bill France, Sr, he left NASCAR completely. He drove again for Root in the 1957 500, finishing 7th in a typical open wheel Kurtis Offy roadster.

Root and Teague in Feb, 1959 brought out the Streamliner once again, attempting to set the closed course speed record at 180+ mph at the new Daytona International Speedway. After achieving 171+ on Feb 10th, the next day Teague crashed and was killed. This episode would mark the end of the racing career of the Sumar Streamliner Special.



Bottom left: Today, a restored Sumar Streamliner near its museum home in Daytona

Sources: www.angelfire.com/in4/jimmydaywalt; www.indy500.com/stats/;
http://home.earthlink.net/~tray001/hudson.misc/m_teaque;
www.indystate.edu/community/vchs/history