

FISH FRIDAY, August 28, 1998 UNION TAVERN



Breakfast and Picture Rally at Mahoney State Park, Saturday, August 15.

This month's breakfast meeting is Saturday, the 15th of August, at Mahoney State Park Lodge at 9:00. As always the breakfast buffet will be served, but unlike the past few meetings, there will be another event following. Our first annual picture rally will follow at 11:00.

We will form up in the park's front parking lot, where each participant will be given a map of the route and a few pages of pictures. We will take the odometer reading from your car (distance matters) and tell you to have a good trip. After a drive of about 40 miles, all on paved secondary roads and many over hills and around turns along the Platte, you will arrive back at Mahoney.

Your task on the drive is to find the objects represented in the photo's and place them in the order they are found on the route. Some are very easy; all of us will see the lighthouse on Highway 6, some are moderately hard, and a few will escape all but the most observant. The speed you travel is entirely up to you. The only thing that counts is 10 points for each picture in the right order, -10 points for each decoy picture, and -3 points for each .5 miles over the total as determined by Jim Danielson's F150 Pick-up truck. We could not get an accurate reading from any of our LBCs. Sorry.

The first place driver and navigator will breakfast free in Omaha next month. The second place driver will breakfast free next month, and the third place driver will get the tip for her/his breakfast. If you miss breakfast in Omaha, you lose your prize.

PLEASE, LET BOB SHAW KNOW IF YOU PLAN TO TAKE PART IN THE PICTURE RALLY BY 10:00 P.M. FRIDAY, SO HE CAN HAVE THE PROPER NUMBER OF PICTURE SHEETS PRINTED. CALL HIM AT HOME, (402)435-4905.

You are welcome to drive along in any event, but we will not have maps and photo sheets for those who do not call. We do hope you will participate in this event. We think it will be a great deal of fun for all involved.

Flatwater Austin Healey Club Newsletter

Austin Healey CLUB OF AMERICA, INC.

WHERE DO WE GO FOR SERVICE OR REPAIR?

A few months ago we ran a guide of businesses that had done work on our cars, and with whom we were generally pleased. At its conclusion we asked others who were willing to share the names of businesses which had done good work for them to come forward. Jim Olson wrote with a recommendation of two Omaha area businesses. **Mr. Sports Car**, 203 E. Lincoln Street in Papillion is owned by Jim Forehead, and has done good work at a reasonable rate on his BJ8.

Jim also recommends **Maplewood Motors**, 2816 N. 78th Street in Omaha. Jim Vakoc, the owner, does both body and mechanical repairs. He will do body work on almost anything, but enjoys working on classic cars most. He is a perfectionist, and refused to allow any car to leave before it is "perfect." While his hourly rate is reasonable, attaining his desired level of quality takes a great deal of time.

Hence his overall prices may be a bit higher than some, but the results are definitely better than average.

Also, Brian (Butch) Mitcheltree, 1320 South 19th Street, Lincoln, is in the process of opening his own shop. Butch has done work on a number of cars known to all of us. He does excellent work, is a club member, and does not yet have a building other than his personal garage. His phone number is 475-1128. Call him if you want him to give you a bid on your next LBC project.

Add these names to the list published previously.

How Do We Pay For Our LBCs?

The following is from friends on the "NET" and deals with how we account for the cost of our hobby. Adding up the receipts to figure out what you spent is not how you go about something like this. Before you can figure out the total costs, you should apply the following rules.

- If you purchase a tool to help with a job, it is not to be included in the total. It does not matter if the tool is MG specific.
- Never add in shipping costs or tax.

- Do not forget the sale rule: If an item is on sale you did not spend money, you saved money. For example, if you bought a \$100 item at a 25% discount, the total is not \$75, but (\$25). So if you buy enough things on sale you can actually make money while you restore your car.
- If the item is used somewhere else do not add it to the cost. If you bought paint, but used it elsewhere, it does not count.
- If the item is considered a "normal wear and tear" item, i.e. plugs, belts, tires, upholstery, bulbs, rings, bearings, pistons, springs, a new hood, bushings, seals, oil and other fluids, water pumps, etc - they should not be included in the total either. :-)
- Anything used for cleaning or preparatory work, cloths, rags, brushes, degreasers of various types, emery cloth, wire wool etc as well as all types of polish, dusters, window cleaners etc - none of these are car related expenses!

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- Purely cosmetic items (badges, grilles, paint, etc), accessories (doohickey's, hatchamacallits, and chrome-plated thingamobobs, etc), after market performance pieces (twin Webers, aluminum valve covers, tube shock conversions, polyurethane bushings, etc) and/or text, reference, or research materials (manuals, books, videos, vintage races, trips to Abingdon, etc) are not necessary to making the vehicle actually run, and thus cannot be included in the total.

Rich Arnold

And I thought I would hate 'new math'! We could also throw a few other figures into that...

- \$600 saved not having to go to a gym for work out.
- \$1200 saved working stress out on MG rather than with Psychologist.
- \$300 saved drinking beer at home instead of pub/bar (no time to go).
- \$400 saved on clothing (wore old clothes, stayed at home so didn't need any new clothes).

- \$5000 saved because I did all the work myself.
- \$1000 saved because I got most parts on 25-33% discount.
- \$900 saved in gas because I couldn't drive car for 3 years (\$25 / mo. X 3 years).
- \$100 saved on water, soap, wax (didn't wash car for 3 years).
- \$100 saved on oil changes.
- \$100 saved on tires.
- \$3600 saved on tickets (well, I could have gotten a ticket every month for misc. driving offenses!)
- \$700 saved on hats (I would have had to have a new hat/cap to wear each month to prevent my hair from blowing in my face while driving)

I am sure I forget something else but this type of accounting can help make the final number easier to take. If anyone wants me to rationalize anything else let me know.

William M. Gilro

So far savings are in excess of \$14,200 ... you're right..I did make money restoring my MGB!!!!!!!!!

Becky

THE RACE REPORT FROM FRANK GROVER

(Editor's note: Each year, FWAHC member Frank Grover sends us a report on the project of the year. This year's project was the 1966 BJ8 that was sitting in front of Frank's building when we had our picnic there last year.)

I got the BJ8 finished the Monday prior to the "June Sprints" at Road America (June 26th -28th). Unlike the 100-6 last year, the brakes worked great and I was 20 to 30 seconds faster per lap. I qualified in my usual position near the back, but the car performed without a miss in the race. I finished a couple of places better than I should have as the 1 & 2 cars in E production hit, knocking an MBG (the "hitee") into the wall.

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The new race leader (the hitter), a Mazda RX7 was eventually penalized to finish behind the MGB that was hit. But I got one national point, so I'll take it. I was 8 of 12 in E production, and 27 of 33 finishers. There were 39 starters in the E, F, G, and H production and GT 4 and 5 combined race.

It took about 8 months to build the car. Most of the car was a 1966 BJ8, but the bulk head from the pedal box to the right front inner fender came from a 1960 BT7. The Bonnet was from a 1957 BN-4 100-6. I got the front shroud in Detroit and it was in less than pristine shape. I spent a day welding it. I also had to put 4 cap plates on the frame and the car had the usual cracks by the front suspension towers to repair. But in the end it all worked well. The BJ8 used the Toyota Supra 5-speed conversion (from Smitty).

I adapted a Mazda RX7 Master cylinder in order to have dual brakes. The RX7 cylinder fits easily and works great. It has a bigger boar than the 3/4 Austin Healey, but it mounts vertically and adapts to remote reservoirs.

In 1966 at the "June Sprints" I watched my friend, Donald McIntosh, pursue Donna Mae Minns in her "Think Pink" Yenko Corvair for 12 laps, a memory I will always carry. Donald was my sponsor into SCCA in 1966. He died of cancer in 1968. My car is black under white. My initial choice was to paint it pink, but several advisors dissuaded me by relating that most would not understand.

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