

Flatwater Austin Healey Club Newsletter

Austin Healey CLUB OF AMERICA, INC.

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Editors: Bob Shaw & Martha Johnson

FROM YOUR PRESIDENT

Here it is the middle of June. We've already had a couple of months of great convertible weather and a number of fine activities. This issue we have some stories about what some of us have been up to recently.

Check out the article by Deb Esplund on the trip to Sheridan, WY in May. It was 2000 fun-filled miles. Also, the Heartland Regional in St. Joseph, MO was well attended by the usual band of suspects.



Some of the usual band of suspects!

June 18th will be the annual Triumph Drivers Invitational at Ameristar Casino in Council Bluffs, IA. I assume we will again match them in entries with our MGs, A-Hs, and Sprites. I'll tell you how it turned out next month.

There are plenty of things going on for all of you to drive your cars to this summer. I like seeing the variety of people and vehicles that this club is famous for having. The list of coming events is printed here each month. Also ask Sue Marshall (630-2201) for a calendar from Her Majesty's Royal Nebraska Patrol. It lists ours, theirs, and everyone else's for the year.

I wish everyone a safe and happy July 4th. Now get out your LBCs and have fun. [Marvin Marshall](#)



EVENTS FOR JUNE/JULY

June 26

Fish fry at the Nehawka Tavern, Nehawka NE. at 7:00 P. M.

July 4

The Marshall's annual 4th of July Party, beginning at about 4:00 P.M. and ending whenever you can't take it any more. Bring your tube chairs for viewing the fireworks at Rosenblat Stadium.

July 8

Breakfast at Mahoney State Park at 9:30 A.M.

July 13

Ice cream with HMRNP at 7:30 P.M. ,70th and Pine Baskin Robbins in Lincoln.

July 30

Fish Fry, location to be announced.

MOSS MOTORS

We would like to thank Moss motors for their support of the Flatwater Austin Healey Club. Please remember them when you need parts.



WORDS TO LIVE BY?

The journey of a thousand miles begins with a broken fan belt and a leaky tire.

DESTINATION . . . SHERIDAN

By Deb Espelund

As mentioned in the last newsletter, the Marshall's and the Espelund's were headed to Sheridan, Wyoming. Steve Espelund does a leather thing and they were going to the Annual International Leather Show. Steve wanted to enter the leather carving of an eagle he had worked on for most of the winter.

"Hey, let's take the MG and have some fun," Deb decided. They invited the Marshall's on the adventure and an adventure it was. Thursday, May 18 dawned sunny and nice. This was not to last. As we watched the clouds to the west about 8:00 we decided to wait a half-hour or so to see what the weather would do. We decided let's just get on the road. That was the plan until Marvin "tried" to start his car. Yes, we hadn't eve left the driveway yet and already car woes.

I figured this is going to be a "fun" trip. Nothing major, just the solenoid. "No problem," Steve says, "I have an extra one packed. Anyone who travels in a British car knows you never leave home without spare parts and tools.

While the guys repaired the car, I had a chance to put on some warm clothes. Changeable Nebraska weather and our sunny day turned to rain and clouds in a matter of minutes.

Car repaired, warm clothes, tops up, and we're on our way. We drove in rain until mid-afternoon. Then the sun came out to brighten our day and spirits. Do you know how much an MG leaks when it rains? I, the co-pilot, kept busy toweling up drips and running water.

Our first night we stayed in Chadron, NE. We had a wonderful motel with a hot tub. Sue was really thankful for the tub. She was nursing a back injury from earlier in the week. I think the wine we had helped tremendously, too!

We had to be in Sheridan by 3:00 on Friday, so Steve could enter his picture in the show. We got an early start and had a great sunny day to travel-tops down and on our way.

We always take the less traveled roads because the scenery is wonderful. Taking the back roads sometimes takes a little longer.

It was 12:15 P.M. and we had 123 miles to go to get to Sheridan. No problem. We were there by 2:15 P.M. Those little cars can really scoot when they have to.

We entered Steve's picture, found our motel, did some antique shopping, and had a wonderful prime rib dinner for the second night in a row.

Saturday we spent several hours (maybe not enough for some) at the leather show. It was very interesting. There were many items on display and for sale. One saddle we encountered had a price tag of \$12,000. You could buy a really nice British Car or lots of parts for that price.

Saturday evening we headed for the hillsã mountains that isãWyoming 14A, over the Bighorn Mountains. It was absolutely beautiful and FREEZING. Poor Sue, with her tender back and inflexible driver, guess we were trying to freeze her to death and blame him. No matter how cold (and it was COLD) you can't put the top up, that's not cool. There was still ice on the lake and lots of snow. We saw deer, elk, and moose.

Marvin's car was tired, clogged fuel filter. So, as we coasted back down the mountain, we wondered what we would do when we ran out of downhill momentum. **No problem!** We pulled (coasted) into a handy parking lot and had her purring again in no time. It just happened that the parking lot belonged to the local tavern. **NO PROBLEM.** The owner came out and offered to buy us a beer, and you know the rest of the story.

BIG WIN (AGAIN) AT HEARTLAND



Headed south on Highway ##

By Marvin Marshall
and Bob Shaw

The Kansas City MG Car Club sponsored the 11th Annual Heartland MG Regional in St. Joseph, Missouri on

June 9th through the 11th. Again, the FWAHC/HMRNP comprised over 15% of the entries!



The lineup gathering in Nebraska City

Ten LBCs formed the caravan from Omaha and Lincoln, to be joined by stragglers the day of the show. The usual lunch stop in Brownville was brief, restorative, and provided a great photo op!



Lunch Break in Brownville

As is our practice, we hauled away our share of awards:

John O'Brien, Sprite; Steve Espelund, MGB; Martha Johnson, Photography; Pat Koch, MGA; Marvin Marshall, MGB; Leo Thietje, MGB; Brian Goldsmith, MGA.

Although the Heartland is an MG event, there are classes for non-MGs as witnessed by John

O'Brien's Bugeye trophy. That little car is a screamer! This reporter has it on good authority that not only would Ben Anderson and his C have garnered a first place, but a Ms. Rixstine and her Infinity would have as well, had they brought them along. Maybe next year.



Espelund & winning MGB

Speaking of awards, Steve Espelund is the proud owner of a well-deserved first place trophy for his outstanding 1966 MGB. Deb and Steve just returned from a long boulder and snow-covered trip to Sheridan, Wyoming just a few weeks before the show.

Steve not only beat out all contenders from St. Louis and Kansas City, but also fellow Flatwater member and long time winner Marvin Marshall and his '65 B.

We attend the Heartland to see old friends, and talk MGs. Our trailer rule:

If it isn't a racecar, or broken, and you still trailer the car, we will let you play with us, but we WILL throw rocks while you load and unload!

is becoming well known. However, our drivers clean up well. We expect our LBCs to win and Pat, John, and Leo did not disappoint anyone with their fine cars. Martha knows a thing or two about photography and the judges agreed (check out her website).



The new #1 and #2



New kind of LBC nut?

The awards were presented at the end of the show this year, a change that met with approval of most of the Flatwater Bunch. It was nice to see the car that won along with the driver. We hope this practice continues.

The banquet was a practice in togetherness. The facility was nice, but a bit small for the crowd. The food was excellent. The auction was obnoxious. We go to the show to drive cars, to see cars and to see old friends. While we have no problem with someone giving to a charity, as a point of fact all of us choose to support several in our own communities. But we choose what we support and when we support it. We do not appreciate having someone choose one for us and then pressuring us to contribute—most of us place it in the same category as those telemarketers who choose to call at dinnertime.



Lineup of Winning Cars



John and Ken doing their part for the celebration.

Ken Smith, late of Moss Motors was the speaker. Ken told of his retirement and of the state of the Rover car company, the parent company of MG. Rover was purchased by the Phoenix Group from

BMW for a token sum, with the purpose of making it a viable company. Because they have over 850,000 unsold cars around the factories, and because

the focus of the company is not changing, the outlook for the firm is not good. It would have been better had the Alchemy group prevailed, changed the firm to the MG Car Company, and focused on technology and sports cars. However, with the current developments it appears unlikely that any new MGs will be coming to the U.S., so take care of what you have. And use the parts houses like Moss, VB, and the others that are responsible for manufacturing many of the parts we need to keep our cars on the road.

Tom Turner and his beautiful 1948 TC did not make the trip due to illness. His, not the TC's. This TC is a winner. We expect to see him enter next year along with John Ulrich's V8 MGBGT. This is one MG with an attitude!

Rounding out the Flatwater Pack were Jim Danielson's MGBGT, John Ulrich's Triumph, Bob Shaw's MGA, Bill Evan's MGB, Bruce Cratty's MGB, Brian Goldsmith's MGA, and Ken Grant who upgraded to a red MGA this year.



The winning photograph

IF IT'S JUNE IT MUST BE TIME TO BUILD AN ENGINE

By Bob Shaw

For the last several years, through one mishap or another, I have needed to build an engine for the A each June. One year I was restoring the car. The next June the car was finished, save for some speedometer problems, when during a speedometer check, a drain plug bade us a fond adieu. The

following June we discovered a wrist pin had lost a retaining clip with the correlating grove in the cylinder. Then last August we discovered a wrist pin had frozen in a piston when the oil pump did not prime. But with all of these mechanical maladies corrected, this year was to be the year to address other needs. Martha needs a new engine for her GT and son Jay is wanting to put his first MG, a '71 Midget, together.

Martha wants to build a good engine for her GT. It will be .060 over, balanced, ported with a long center pipe header a mild Isky cam and HS6 carbs. Something that will run well but not be too radical so as to be temperamental. Martha would do most of the work, with me looking over her shoulder handing her the tools. I imagined the garage being clean (an absolute oxymoron, my garage and clean) and Martha, with a surgeon's authority requesting "torque wrench, screwdriver, feeler gauge, sponge." The stereo would be belting out some appropriate British car owner blues (but then all British car owners are acquainted with the blues). It would be grand to be near such skill and precision. Best of all I would be able to watch rather than work.

Jay's car is to be a similar situation. It is wonderful when one's son reaches the station in life where he states, "I want a British Roadster, and I want to build it myself. I want you to watch and to wait until I ask for help. Your job is to provide tools, play the proper blues, and keep the garage fridge full. He would study the manuals, puzzle out the solutions for his particular application, fit the 5-speed conversion kit and the panhard rod to the rear axle, and tune the SK side draft carb. There he would be. My Son, grown up and independent. And I would watch proudly as he drove down the alley and turned onto the

street. My chest would swell with pride at my boy's accomplishment.

Yes, this year was to be the year I sat back and watched my family build the engines. But then the oil consumption began to go up and I began to see oil seepage between the head and block on the front left corner of the engine, and the seepage remained after the head was torqued again. So it looks as though the head will need to be planed. If I am lucky that will be the solution. Failing that I will be tearing the engine down so I can have the block decked.

Never daydream about avoiding working on LBCs in the presence of the great MOWOG. MOWOG does not like being trifled with. Your due will be extracted.

NO, NOT MORE WORDS!

Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.

Some days you are the bug, some days you are the windshield.

Don't worry, it only seems kinky the first time.

If at first you don't succeed, skydiving is not for you.

Do not squat with your spurs on.

Good judgment comes from bad experience and a lot of that comes from bad judgment.

Timing has an awful lot to do with the outcome of a rain dance.

A closed mouth gathers no foot.

Duct tape is like the force, it has a light side and a dark side, and it holds the universe together.

Never miss a good chance to shut up.

Generally speaking, you aren't learning much when your mouth is moving.

Before you criticize someone, you should walk a mile in his or her shoes. That way, when you criticize them, you're a mile away and you have their shoes.

Experience is something you don't get until just after you need it.

If you tell the truth you don't have to remember anything.

If you lend someone \$20, and never see that person again, it was probably worth it.

Never mess up an apology with an excuse.

CARS FOR SALE.

Joe Mock has two vintage MGs for sale, both complete cars but both in need of restoration. The first is a right hand drive 1953 MGTC. He is asking \$5500 for this car. The second car is a 1946 MGTC and Joe is asking \$6500 for it. If you are interested in either car call Joe at (402) 489-6475. While both are project cars, both are excellent.

INVITATION

If you'd like to play with us call John Ulrich in Lincoln at 402-421-9252 or Marvin Marshall in Omaha at 402-733-6868.

If you have an article to submit, or an idea for an article, call Robert Shaw at 402-435-4905.