

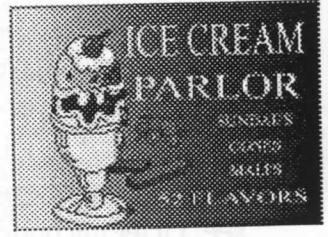
August 2001

Flatwater Austin Healey Club Newsletter

Austin Healey CLUB OF AMERICA, INC.

VOLUME 5, NUMBER 8

EDITORS: BOB SHAW & MARTHA JOHNSON



Upcoming Events

Ice Cream

Ice Cream with HMRNP Thursday, August 9. We will meet at 7:30 P.M. at Baskin Robbins, 70TH and Pioneers in Lincoln. **September** Ice Cream will be on the 13th.

Breakfast

Breakfast will be Saturday, August 11, 9:30 A.M. at Mahoney State Park Lodge. We will have a poker run after breakfast. The route will follow the Platte River and will end where we began, about 40 miles later. The person who has the best poker hand will have their breakfast purchased for them at the September breakfast meeting, which will be on September 8.

Fish

Fish will be at the Windmill Inn in Nehawka at about 7:00 P.M. on Friday, August 31. Fish in September will be on the 28th.

Kansas City All British

Kansas City All British is Labor Day Weekend. Because of fish and work, many of us are waiting until Saturday, September 1 to drive to Kansas City. If you wish to caravan with us, check with Marvin Marshall, 733-6868 in Omaha and Bob Shaw, 435-4905 in Lincoln.

1350 N 37th
Gerry

From the President's Garage

Getting adjusted to going back to work after two great vacation weeks off made me lazy at night. Not to mention, that my first week back in the states had a holiday right in the middle of it.



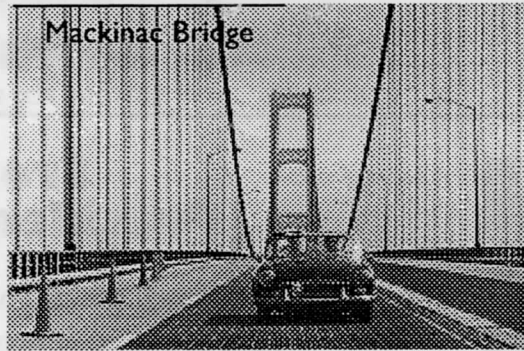
The Forth of July was our annual fireworks party. About fifty of the usual band of suspects and some new faces showed up to see what my wife made me do to the house. That, and to eat some very good ribs and the like and drink a few adult beverages. My thanks to everyone who brought something. Personally, I thought there would be more in attendance so I still have a refrigerator full of beer. Anyone wishing to help me empty it is more that welcome to stop by. Note: the homemade rhubarb pie is all gone.

The display up the street at Rosenblatt was a fitting tribute to this great country. It was the largest fireworks display west of the Mississippi!

If you were not one of the FIFTY-THREE faithful who gathered at the Windmill Tavern in Nehawka on the last Friday of June, you missed out on a really fun time and a record for both club's attendance. Only the Christmas party was larger. Thanks to whomever gave me the tally as I was, ah, suffering from jet-lag.

We put the old cars to the test Friday afternoon and zoomed straight into Nehawka from Pella, Iowa. (You all showed up for fish because you

didn't think I'd make it back in time—but I fooled you!) Actually, the only time the old girl (the car) performed well was on the last leg of our trip home. There were times when the rest of my traveling companions had their fill of belching smoke and fire. I started to sleep with one eye open after I discovered a

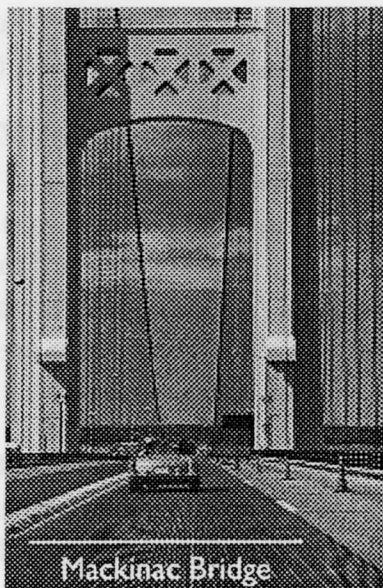


picture of my LBC with dotted lines drawn on it like a side of beef at the market and over heard one of the more innocent types of the party tell everyone else they



could stuff my dead butt in what was left of the shell and throw it all in Lake Erie. Something about Sue would thank us.

So I asked her and she reassured me, "Why, no. Dear, whatever gave you that idea?" Besides, I still have her Austin-Healey to fix. All I have to get is a few more parts and I'll be ready to start. I know she's anxious



because she asked me if any early MGB parts would work.

We took tons of photos on our excursion to Canada and back and even have some video of the Never-Ending - Vacation Part II. I'll bring them to fish for everyone to see. I'll let my buddies tell the

stories this time. My thanks for a really great vacation in spite of some car troubles to Jim and Jo Stork, Steve and Deb Espelund, Bob and Martha, and of course Sue, who puts up with me.

Not everyone would drive a 40 year-old British auto across eight states and one Province. But why not? Next year is going to be an off year with a little trip somewhere. In two years we plan on going to the Florida Keys. Wanna join in?

Take advantage of the events closer to home this month and I might run into you at one of them at least. Enjoy your cars!

Life After Friday the 13th

Tristadaphobiacs are persons who fear Friday the 13th. To such people that particular day brings no good. Evil imps, gremlins and demons are afoot wrecking havoc and mayhem to all who will allow their presence and influence to take hold. Sometimes to those who will not allow it, but who have some connection with Joseph Lucas affected as well. Saturday the 14th has a less ominous air about it than the previous day, but on some occasions the difficulty of the previous day may continue to unsettle those poor souls attempting to cope with the day.

Under such circumstances it might not be prudent for "respectable" British car people to

consort with Hot Rodders, bikers, revelers, and other rowdy sorts. However respectable is not a term often used when speaking of the Flatwater bunch, thus the presence of members Leo Thietje, John Ulrich, Mike Cerny, and Bob Shaw among the six LBCs attending the John C. Fremont days auto show. They were registered in the two seat class. All classes totaled over 300 other entries. The other two registrants in the class may soon become members.

The show is held along the three main blocks of the business district with entries extending in the first blocks of the side streets. It is a rather festive affair with flags and bunting on the lamp posts, and '50s and '60s rock and roll on the public address system. The crowd of onlookers walking in the street and along the sidewalk give the whole affair a carnival atmosphere.

Many of us are unmitigated car nuts. We LOVE all sorts of cars. We may have settled on Little British Cars (LBCs), but we also enjoy classics, hot rods, trucks, and race cars. Some of us have even tried to combine all of these categories into one car in our own LBC. For such a person, a show such as Fremont is Nirvana. There were Street Rods of every variety, several wonderful classic cars, including a '59 Rolls Royce, which is not an LBC because it is not little. There were several varieties of race cars, including cars belonging to members of the Good Old Time Racing Association. These were race cars that may have had their beginning in the 1950s racing on the dirt tracks of the area, or they may be cars built currently but similar in look to the classic racers. There were even motorcycles in two basic classifications-domestic and imported. The graphics in the paint of the winning Harley Davidson were truly a sight to behold. Only the addition of wooden boats, classic airplanes and maybe some Count Basie on the P. A. could have made the day better.

As is the norm, Flatwater members won our share of events. Mike Cerny's black B was first, John Ulrich's Baja Sprite was second, and Leo Thietje's Burgundy B was 3rd in the 2 seater class. Additionally, past president Jim Danielson's mustache was measured as the longest in attendance. The club which won the award for the greatest number of entries had 7 members registered. Seven. Next year we in Flatwater must blow that figure out of the proverbial pond!

But the best came after the show with the company of friends, a super sandwich, and beverage from Irv's Deli. After spending a most pleasant day, it seems appropriate to share the revelry with more friends. So it is hereby suggested that we make this event a club event next year. Such fun must be shared with other members, for life just doesn't get much better than this!

WWJD

Most people assume WWJD is for "What would Jesus do?" But the initials really stand for "What would Jesus drive?"

One theory is that Jesus would tool around in an old Plymouth because "the Bible says God drove Adam and Eve out of the Garden of Eden in a Fury."

But in Psalm 83, the Almighty clearly owns a Pontiac and a Geo. The passage urges the Lord to "pursue your enemies with your Tempest and terrify them with your Storm."

Perhaps God favors Dodge pickup trucks, because Moses' followers are warned not to go up a mountain "until the Ram's horn sounds a long blast."



Some scholars insist that Jesus drove a Honda but didn't like to talk about it. As proof, they cite a verse in St. John's gospel where Christ tells the crowd, "For I did not speak of my own Accord..."

Meanwhile, Moses rode an old British motorcycle, as evidenced by a Bible passage declaring that "the roar of Moses' Triumph is heard in the hills."

Joshua drove a Triumph sports car with a hole in its muffler: "Joshua's Triumph was heard throughout the land."

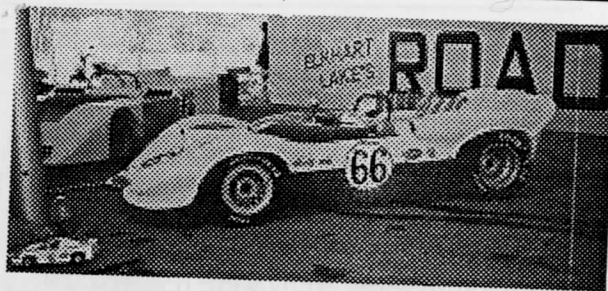
And, following the Master's lead, the Apostles car pooled in a Honda. "...The Apostles were in one Accord."!!!!

Road America Historic Races

Confessions Of A First -Timer

by John Ulrich

I feel it necessary to begin with an apology to all those who have been to Elkhart Lake as fans, and a special apology to Frank Grover who has probably actually RACED on the beautiful wooded four mile track. I was graced with the company of Bud Dunclau, owner of Road & Track Motors. For those of you not from Lincoln, Bud has been the local "Grand Master" of sports cars for better than 40 years. Besides his skill with a



wrench, he is also a walking history lesson in race cars and race drivers.

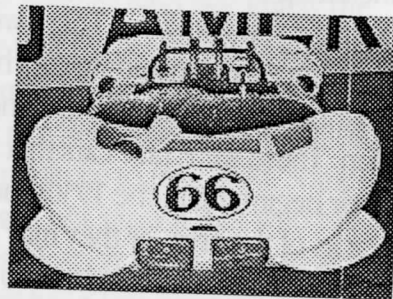
Early the 19th we set off in the GT-V8 to drive the distance in one long day. This was the first real "road trip" for the car, except for the jaunt to Heartland.

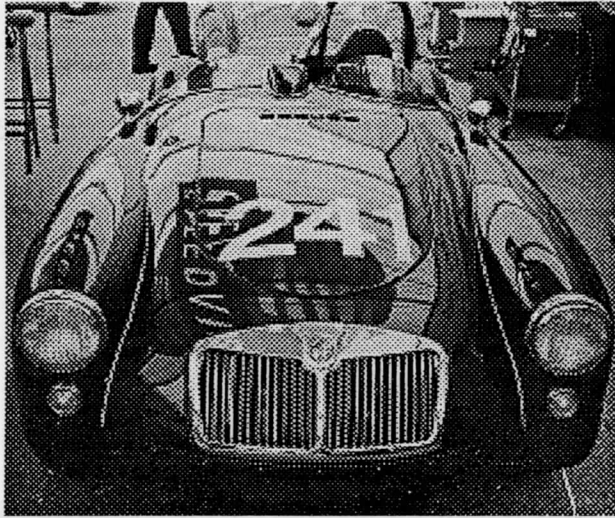
(another story for another time) We made it to our motel in Sheboygan, and after a good night's sleep, took the

short drive to the track. I had purchased "super tickets" which were good for all five days of activities, plus access to all parts of the track including pits and paddock. For an additional fee, I had purchased 45 minutes of "touring laps" on the track. (yet another story)

This year's feature event was the Can-Am Reunion, and the first public showing since

retirement of the Chaparral race cars by none other than Jim Hall himself. In addition to the Can-Am (Group 7) cars, there was a wonderful mix of racing classes from "H" production Sprites all the way to Michael Schumacher's ex Benetton, and Alain Prost's Ferrari Formula Ones. After a short recon run, we decided that turn 3 was the





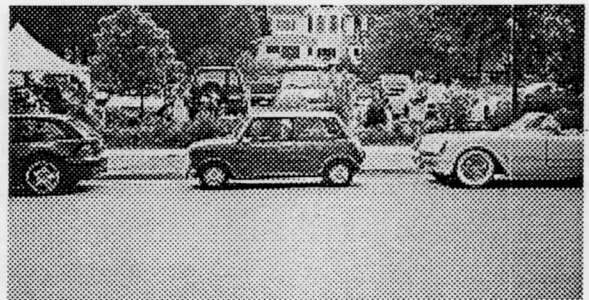
place to be, and we were not disappointed. Turn 2 is only a slight kink in the short straight after a hard right coming off the main straight. Got it? Anyway..... Nobody even thought about lifting, and came flying down the hill into Turn 3, another hard right, and then on to the long back straight. It might be the place on the track which allows you the longest view of the cars, and lets you see and hear acceleration, braking, down-shift, cornering and vicious acceleration all the way to top speed.



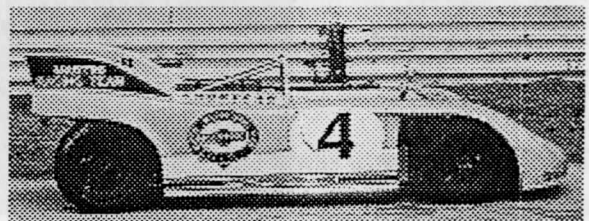
I was told that vintage racers try to go at 9/10th speed to save the cars. Even though that looked pretty darn fast, there were only a handful of spins, and no accidents. I had to remind myself that a multimillionaire plastic surgeon could afford to race a fast car, but that didn't make him a fast driver. The drivers field featured a few legends, (George Follmer, Augie Pabst, Brian

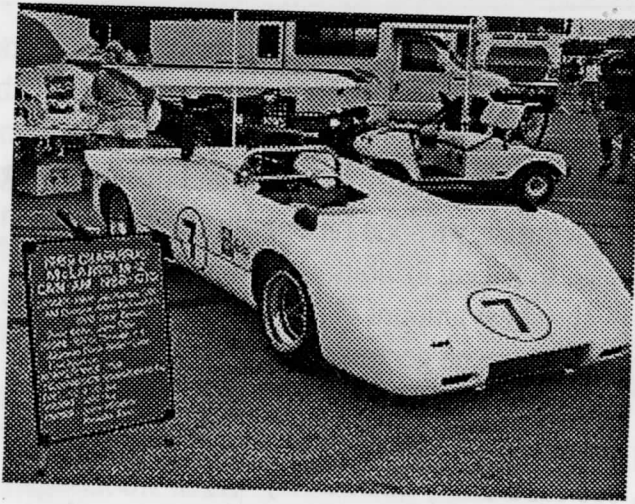
Redman), and many VERY skilled amateurs(?), so maybe 9/10th speed was to save the mere mortal drivers too.

Watching the practice on Friday and the qualifying on Saturday, we soon picked our favorites in each class. In Racing Exhibition we were dumb struck by the sheer amount of noise and speed a Greenwood Corvette generated. We were looking forward to the battle between the Vette, a Jack Roush Mustang, and a nice 935 Porsche, until the 610 cube Chevy made a very ugly noise, and never ran again. Group 2 were vintage produc-



tion cars in six classes. These were the cars we know and love; TR-4, MGB, Healey 100-4, 100-6 and 3000, Porsche 356, Aston Martin, Morgan, Lotus 7, normal E-Types, and a Ferrari 250LM (!?) It was no surprise that there were some wicked fast 356s, but it was strange that there wasn't a Healey on the track that could catch the best MGBs. Group 2 were sports racing cars also in six classes. The highlight was seeing five Scarabs on the track at the same time. Augie Pabst drove his famous blue and white #7, and his son Augie III drove the later #77 mid engine version. The other cars were a history lesson in motor sport.: Allard, Lotus 23B, Elva, Bobsy, Brabham, Maserati,





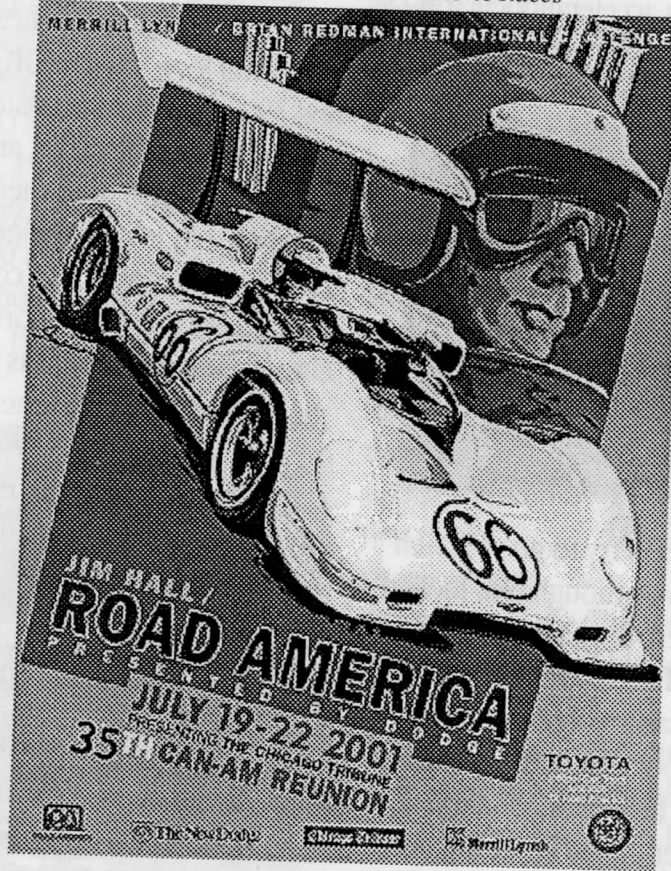
track was a beautiful and well driven E-Type Lightweight.

Group 7 was the feature class, and what a feature it was ! Over 40 Can-Am and USRRC cars were listed in the program. Grand Marshall Jim Hall lead a parade lap Sat. and Sun. in a different Chaparral each day. It was obvious that the 1200HP Shadow of Juan Gonzalez, and the famous dark blue "McLaren from hell" of racing great George Follmer were going to tangle. This was to be Follmer's last race in a Can-Am car before retirement, and you got the feeling he was in no mood to come in second. (He won with ease) Those cars almost made you forget about "normal" McLarens, Lolas, Ferrari 512s, Shadows, and the wonderful purple Holman/Moody - Paul Newman Honker II. I counted 28 cars in a bunch going around turn five, and conservative math works out to the sound of 19,000hp accelerating up the hill toward turn 6. Group 8 was a lot like

D-Jag, Devin, and Lotus 11. The fun was in watching the well driven Lotus 23Bs give the big bore guys fits, just like in the old days. Group 4 was a huge mix of monoposto (single seat) racing cars at least 30 years old. The odd duck was a front engine formula jr , with a Sprite engine turned at such an angle as to let the driver sit beside, not over the drive shaft. Group 5 was most confusing, but full of names like March, Chevron, Lola, Reynard, GT-40, Porsche and Ralt . All I know is that they went fast and made good noises. This was a great time to go for another Johnsonville Brat. Group 6 was historic production GTO. What a class! Trans Am Mustangs and Cameros, light-weight E-Jags and Corvettes, 427 Cobras, Shelby GT-350s, Porsche 911s and a brave soul in his megabuck Ferrari GTO. The surprise fast car around the

group 2, but heavy on the Datsun Z cars, BMW 2002s, and small displacement 911s. The absolute screamer of the bunch was the yellow Lotus Elan coupe of Joel Weinberger. I don't think anybody ever passed him in practice, qualifying or the race. The last class was Group 9. These were Formula 1, Champ Cars, GTPs, and FIA GT cars. Get this, they only had to be ten years old to be eligible. They sort of cheated because there were two Formula One

Program Cover for Road America Historic Races



Ferraris from 1993, but who's counting?! It didn't matter, because a chap from the UK came over just to drive Schumacher's "old" Benetton. Does "driven with vengeance" say it all?

At about 3:00 Sunday it just poured rain. We had seen the feature race, and most of the "good stuff". The prospect of Group 1 and Group 9 on rain tires just didn't make those soaking wet Levis feel good enough to stay. We hit the road, changed clothes in a gas station, counted cops and road kill racoons, (almost equal) drove all night with windows down, and listened to the happy blat of the V8. I think I'll make my reservations for next year's Road America Historic Races tomorrow.

MG 2001

by Jay Fluehr

All the great things you heard about *MG 2001* are probably true. One would expect the best when all of the North American MG clubs converge for one week at the Minnesota state fairgrounds in St. Paul, and *MG 2001* certainly delivered. FWAHC members making the journey included leaders Bill and Ferne Evans, Dave Ciaccio with son Andrew, Dick and Anne Hansen, Bruce and Judy Cratty, all in MGBs, and Ben and Bev Andersen in their XJS. Son Mark and I drove the pursuit

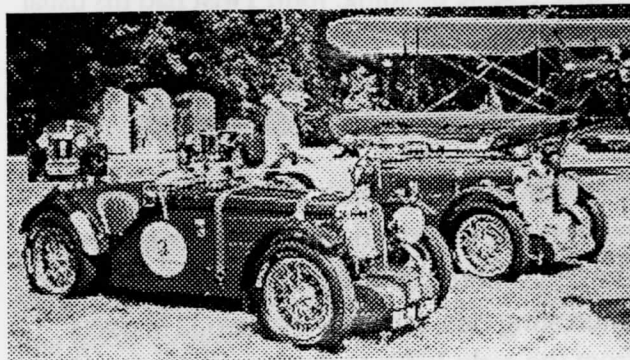


vehicle, a Dodge Caravan, after a last minute brake light switch failure grounded our MGA. I believe Brian Goldsmith and Ken Grant made the

trip via another route, but unfortunately I didn't run across them in St. Paul.

The group departed from the Thietje's home in Fremont, after enjoying fine hospitality, food, and beverage provided by Joanne and Leo. All doubts concerning the existence of a Thietje MGA should be dispelled, since numerous witnesses have now seen the car.

The trip began well, with the small band managing to remain intact through the winding streets of Sioux City and the "ice cream capitol" of Lemars, Iowa. Shortly after lunch, though, an



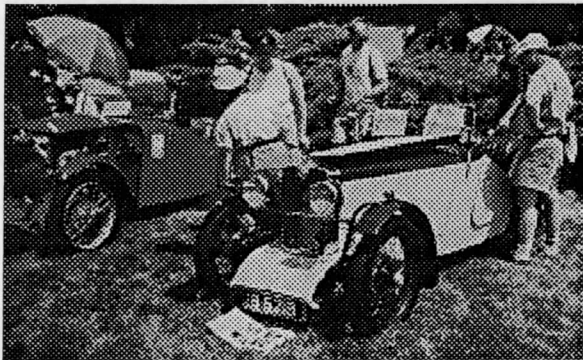
unfortunate sequence of events began to unfold. Our string of cars pulled abruptly over to the shoulder, a response necessitated by an acute petrol deficiency in Bill and Ferne's MG. A high level discussion regarding which direction to go for petrol was interrupted by Andrew. "Sir, your car is moving!" This was not good news. Heads spun to observe the chilling sight of the massive Dodge Grand Caravan SE, which had inexplicably been left in gear with the engine running, moving in slow motion toward the rear of Dave and Andrew's lovely 74 B. A desperate sprint for the brake pedal proved inadequate, and the Caravan made contact with the hapless MG. Fortunately, the damage was minor and should repair well. Thank you, Dave and Andrew, for being so gracious.

The balance of the trip was uneventful, and The Main Event was really terrific. MG people were

friendly, helpful, and enthusiastic just as they always are. The selection of cars was splendid, and included a nice selection of older MGs such as J2s, a K3 Magnette, and numerous TCs. Mark and I were particularly fond of a two-tone YB saloon, quite a large car that the owner said was designed to compete with Jaguar.

The tech sessions were excellent, and included topics such as diagnosing electrical problems (complete with an entire MGB electrical system on a peg board!), rust and dent removal, upholstery (did you know that Lemon Pledge works better for vinyl than ArmorAll?), and high performance engine building. John Twist had his usual question and answer session, and generously stayed around diagnosing problems and adjusting carburetors well beyond the call of duty.

MG 2001 concluded with MG race cars (and a bugeye that infiltrated somehow) taking laps of the fairground race track. There were some very interesting cars, ranging from two J2 Midgets from the early 1930s to the famous Group 44



MGB of the 1970s. The race cars were led to the track by two brand new MGs, a saloon and an estate, that were brought to the show from England by Rover - MG Rover - MG is now owned by a privately held consortium called the Phoenix Group. Lest you get your hopes up, the MG representatives assured me that the MGF will not be imported into the US since it is not practical to qualify it for our crash standards. However, they

were testing the waters with the saloon and the estate.

A highlight of the week was a chance to chat with Jim Simpson, a guest of *MG 2001* who was employed at The Works from 1930 until 1980. If you own an MG, Jim probably watched it roll off the line. The standing joke at MG was that, the day Jim retires, MG will stop making cars. Jim retired in 1980, and production ceased within two months.

For Sale

New black bra for chrome bumper MGB or MGB-GT. \$35.

3.5 litre all aluminum V8 long block. \$250.
Stock MGB front sway bar powder coated black. \$25.

Trade or swap

MGB heater boxes with motors. (How many do you want?)

B-GT drive shaft, radiator, front sway bar, aftermarket console, radio dash consoles, steering rack, misc. "B" pieces-parts.

Contact John Ulrich. 421-9252 or <julrich@lps.org>

For Sale

Bob Airhardt, who lives in Weeping Water, has some parts for sale. Included are the engine, transmission, front suspension, and rear end along with other odds and ends from a 75 B with about 40,000 miles. If you are interested call him at 402-267-7445.

Looking for MGB's

I have a couple of friends that are looking for MGBs.

- 1) A chrome bumper B in very good shape / around 5-6K.
- 2) A chrome bumper B drivable w/ very little rust / around 3K
- 3) A rubber bumper in very good shape / don't know.

Let me know if you know of any that fit the description. Thank you.

Michael Cerny

For Sale

1996 Catterham - 1700cc Super Sprint engine, yellow nose, BRG wings, brushed aluminum body, dual Brooklands screens, street light package, fuel cell, comp. exhaust, Superlite wheels. \$21,000 OBO 402-489-4354.

FOR SALE

1970 MGB (split bumper) red with black interior 4 speed, no o/d steel wheels roll bar with custom toneau cover good top good overall condition \$3500 obo Gary Gilfry. (402) 753-3895 Fremont, NE

Cost

\$5.00 each or \$4.00 for 2 or more In same car.

Reservations Required

Call Bill Redinger @ 402-496-2006 or email at aredinger@att.ne

Food/BBQ

Brats, hot-dogs, hamburgers, potato chips, beans, drinks and soda. All you can eat!

Happy And Safe Motoring—More Questions Contact Bill Redinger, 402-496-2006, Aredinger@Att.Net

Triumph Power Tour & Road Show!!!!

For all you Vintage Triumph people traveling to the National Meet in Breckenridge Colorado. Start you fun early with a social gathering and BBQ dinner. Monday August 21, 2001 in Omaha Nebraska 6-10 P.M. Do not speed down I-80! Stop and enjoy Nebraska and all it has to offer, you will be surprised! This is on your way. Bill Redinger 402-496-2006 aredinger@att.net

Nebraska Triumph Driver's Triumph Power Tour & Road Show

August 20, 2001 (Monday) - 6 PM to 10 P.M.
Open To All British Cars & VTR Traveler's
Omaha, Nebraska -Chalco Hills Recreation
Area Wehrspann Lake-Off I-80

Directions

I-80 West, Exit 440 North on Hwy 50 (144th Street) One Mile, Left (West) On Giles Road .8 Miles, Left into Chalco Hill's Recreation Area , Right at intersection, West side of lake follow signs to picnic shelter.

Car Show and Shine Outings

Jerry Needham

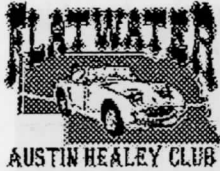
I promised to try to set up a club event at the SAC Museum and here are actually two opportunities that we've worked.

First one: Please excuse this late notice, but this week we received a unique invitation to participate in the Strategic Air and Space Museum's (formerly the SAC Museum) big Automobile Show & Shine event in two weeks, Sunday, August 19th. Both Flatwater Austin-Healey and Her Majesty's Royal Nebraska Patrol members are invited to join the Omaha Corvette Club, a local Pantera Club, and a Lincoln Hot Rod club to display our cars in the museum's truck and bus lot all day Sunday, the 19th. The museum is located at I-80 exit xx, halfway between Omaha and Lincoln, alongside the Platte River and Mahoney State Park. Registration starts at 11:00 AM, but there is no registration fee required. No judging or prizes for this one either. Just wash 'em off, shine 'em up, bring 'em out and have a great time. Admission to the spectacular museum will be free to all registrants at the day's

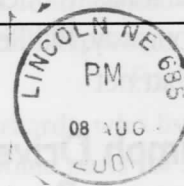
end. Since we expect the terrific seasonal weather (and high temps) to continue, we encourage you to bring coolers with plenty of refreshing drinks, a picnic lunch, umbrellas and chairs to help stay as comfortable as possible. Let's see how many of our great looking cars (mine presently excluded) we can get out there to have good representation from both of our clubs. Hope to see you there!

Second One: Mr. Denny Haun, the museum's deputy director, also invited us to participate in a special automobile/airplane display event either in November or December of this year. They did one similar last winter with the Ferrari club's cars and thought we might support them with a British car display. Any member of Flatwater or HMRNP who feels their car is suitable for such an event is welcome to join us in displaying their vehicle inside the museum, roped off alongside

one of the military aircraft for about one month's time. Since our cars are probably put up for the winter anyway, this is an opportunity for your car to be displayed in a very public setting, where it will attract museum visitors and be viewed by many. As happened last year, cars on display will certainly be photographed for local newspaper articles and TV news features. Please strongly consider this opportunity and if you are interested, contact me at (402) 291-7122 or at bugeye@radiks.net, letting me know your desires and what car you want to display. I'm not certain of the exact dates yet or the number of cars they'll allow us to show, but I'll comprise the list on a priority, first-come, first-served basis. More details to come in next month's newsletter, but the sooner you contact me to enter, the better. Happy Cruising.



3133 Dudley Street
Lincoln, NE 68503



Jeff & Liz Lemon
4410 Serra Place
Lincoln NE 68516

