

Flatwater Austin Healey Club Newsletter

April 2002

Austin Healey CLUB OF AMERICA, INC.

Iowa Antique Run To Be April 27

Plan on making a day of it when the Flatwater Austin-Healey Club makes its inaugural Antique Run to Walnut, Iowa, on Saturday, April 27.

In Lincoln, we'll meet about 9:30 a.m. at State Farm on 84th and "O" Sts. If you're in Omaha or elsewhere, and you'd like us to pick you up in the caravan, just pick a spot and let the editor know.

From State Farm, we'll make a decision about Hwy 6 vs. the Interstate and cruise to Brian and Jane Goldsmith's house, 23939 McPherson Avenue, Council Bluffs.

(Directions: From Lincoln, get on I-80 east, take Exit 8 onto Highway 6 east. At mile marker 11, turn right onto 245th St. At McPherson, turn right and proceed to 23939 McPherson. On the map, McPherson may be called G60.)

We're due there at 10:30 a.m. or so and will leave around 11. Roads are county but paved. We'll eat at the Villager on Interstate 80 at Walnut and go on downtown to antique.

For the non-Iowans, Walnut is a small town, population 900, 45 miles east of Omaha on I-80.

Jane Goldsmith reports that Walnut has 18 antique shops (three are malls), three gift and country craft stores, a pub and a small burger restaurant within two blocks.

If you get lost, or aren't cruising to Iowa with other club members, call Brian or Jane at 712-566-2400 for directions.

This is a great opportunity thought up by Jane Goldsmith and Bev Bohlke. Let's show them our appreciation by showing up en masse.

Ashfall Trip Set for May 18-19

Bev Anderson of Her Majesty's Royal Nebraska Patrol has planned a combined club overnigher to Ashfall Fossil Beds, in northern Nebraska, for the weekend of May 18-19.



The Ashfall Fossil Beds park is six miles north of U. S. 20, between Royal and Orchard. It's a joint project of Nebraska Game and Parks and the Nebraska State Museum.

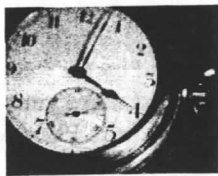
Lincolnites should plan to leave from the State Farm lot shortly after 9 a.m. Omahans can meet us in Fremont in front of Leo and Joanne Thietje's home, 1534 West Linden, at about 10 a.m.

Lunch is set for the Green Gables, a restaurant about four miles south of the park, on an undetermined quality of road. The owner of the Gables said she would serve our group lunch on that day.

Those staying Saturday night should call the White Horse Inn (part of the Howard Johnson chain) at 402-371-3133. Rooms with a queen bed will go for \$50; \$55 for two queen-size beds. This rate includes a hot breakfast and tickets for drinks at an adjoining lounge-restaurant.

For those who want more information, there's a website for the park (the address of which eludes the editor), but go to the state website at www.state.ne.us and you should be able to navigate it from there.

Please let Ben and Bev know if you plan to go: 402-488-4229.



Calendar

4 - April

- 26 -- Fish Fry, Nehawka
- 27 -- Antique Tour, Walnut, Iowa

5 - May

- 5 -- P. O. Pears on the Lake
- 9 -- Ice cream at Baskin-Robbins
- 11 -- Breakfast at Mahoney Park

- 18 -- Club trip to Ashfall Fossil Beds in northern Nebraska
- 31 -- Fish Fry at Nehawka

6 - June

- 2 -- P. O. Pears on the Lake
- 6 -- Ice Cream at Baskin-Robbins
- 7-9 -- Heartland MGA Show at St. Joseph, Missouri
- 28 -- Fish Fry, Nehawka

Dates, times and locations of events may change, so the best way to get the scoop on club events is to show up often and find out the news. Members are welcome to suggest and plan events. Contact the membership chair or any other club officer for specific information.



From the Presidential Garage

Funny how I can think up all these things to write about all day long and then not remember a single one when I sit down at the old typewriter. I think I've got a bad case of nerves over this new editor. I hear she can be real demanding with deadlines and all.

Where the heck did this month go? I spent most of the month getting used to my new high-speed internet service.

And remember that Austin-Healy I bought for parts last month? Well, seems the Enforcement Division of our fair city has only so much tolerance for our LBCs.

When I wasn't on the 'net, Dr. Shaw and I were out there in the driveway sawing up the evidence and putting the good stuff in the garage.

NEWS FLASH!! Sue's Bugeye is really in the Presidential Palace awaiting proper restoration. However, I wish Sue would stop calling all the parts Bob and I put in there with it "crap."

I keep telling her to use her imagination and envision that beautiful AN5 when it's finally finished. Women! I tell you, take off that apron and give 'em a job and all of a sudden they don't appreciate what you're trying to do for them.

On a nicer note, though, I'd like to congratulate Bruce Cratty on his fine win at the 3rd annual Nigel Setright Grand Prix. Bob Bredwell and Bob Shaw finished second and third.

Your President made a respectable showing and may have done better if Martha Johnson had not got in his way a couple of times. Three

ladies raced and their finishes were: Judy Cratty, first; Martha Johnson, second; and Chrissy Conant, third. Next year I'd like to see a few more of the ladies out there.

As most of my column has been inspired by the fairer sex I may as well remind everyone that the tour to Walnut, Iowa for antique hunting is coming up soon. Bev Bohlke and Jane Goldsmith have all the details. I found a genuine Dunlop Tire Sign over there once.

See you at the monthly meeting in Nehawka at the Windmill Tavern on the 26th.

P.S. Congratulations to John Ulrich for locating and purchasing a vintage '67 MGB roadster.



If you ever plan to motor west...

Get your kicks on Route 66... with two Flatwater members taking the most famous highway in America in a newly-restored Healey.

Omahan John Rued, --whose 100-4 is very near completion in its restoration process at Norman Nock's world-renowned restoration shop in Stockton, CA -- has asked another Flatwater member (who wishes to remain incognito) to be ready to travel there in June, pick up the Healey and take it to Lake Tahoe.

There they'll attend the Austin-Healey International Meet scheduled the week of June 23-28.

From there, their journey takes them down and across the Sierras for a day's respite in LA, from

Got something to buy or sell?

Given up on or ready to start that total restoration? Need just a few parts to get that rascal ready for Heartland?

Let the editor know what you've got to sell --or need to buy -- and I'll put a free ad in the next newsletter. Parts, whole cars, help requests -- if it's car-related, we'll let the members know!

FOR SALE: 1975 MGB Roadster, fair condition, very restorable.

ALSO FOR SALE: 1975 MG Midget, runs good, new clutch and brake master cylinder.

For more information, call Flatwater club member Jim Danielson at 402-464-3733 or e-mail him at: jdanielson2003@yahoo.com

whence they intend to embark east, home to Nebraska along what remains of the fabled Route 66 and/or other avenues of two-lane commerce as they exist today.

Tod Stiles (Marty Milner) and Buzz Murdock (George Maharis) they ain't, but it promises to be one hell of an adventure all the same.

(Editor's note: Stand by for more in upcoming editions and make your own guess who our incognito Flatwater member is.)

Sioux City Anyone?

Anyone interested in viewing the last of the three Impressionist exhibits at the Sioux City Art Center this June? Ben got a real deal because of the last one. If you are, please let the editor know and a plan will be made.

Flatwater: Who We Are 2002

by John Ulrich, Membership Chair

With the flurry of membership season over, it is once again time to give an accurate as possible description of just who the heck we are.

I looked at last year's story, partly to avoid the same bad puns, and partly to see how we have done this year as compared to last.

Without a doubt, the answer would have to be "very well, thank you". After doing this job as long as we have been a club, I see an annual trend in membership. We always hit the high point in numerical strength right after the Fall Meet.

I call it 'dues guilt', because most people can't bear to show up with a car and not join for the half year. When winter sets in, interest in their LBCs goes dormant, and they don't renew for the full calendar year.

That said, we have still grown ten members for 2002, bringing the membership total to 80. As I explained last year, a membership can be a single human life form, or any combination of gender, familial, and species units. I need to give my personal thanks to Marilyn Michel, who did an outstanding job of re-newing local memberships.

Those of you who know Marilyn understand that when I say she has the charm of Scarlett O'Hara, and the tenacity of a border collie, it is the highest possible compliment. Way to go, Marilyn!

Just like last year, we are an Austin-Healey club dominated by MGs. That isn't big news, but I was surprised to see a jump in MGAs (15 in all). In fact the MGA, MGC, and T-series population almost outnumbered the club favorite MGB roadster. When you add in the GTs and Midgets, the MG total is a whopping 67 cars.

The next interesting statistic is that "Big Healeys" are starting to make a comeback. Notable additions to the 100-4, 100-6 and 3000 ranks are fine automobiles belonging to John O'Brien, Steve Bronner, and Joe Johnson. With Sprites (including five Bugeyes) and Jensen-Healeys in the count, we now have 37 "Healeys" of one sort or another in the club. Oh, watch out for a yellow V8 Bugeye!

The boys from Coventry came on like gangbusters this year. There must have been something in the water because we more than doubled the Triumph population to 21 cars, and can count 12 "Big Cats," (five being E-types!) among our ranks.

Sorry to say that yours truly still has the only running TR-6 in the club, but the progress Brother Bredwell is making with his two-and-a-half parts cars will soon be dramatic. Speaking of dramatic, Bob Stock's Jaguar MK IX sedan still makes me gasp every time I see it. What a magnificent automobile!

The rest of the cars in the club are a fascinating look into the personal taste of the members and the diversity of the club.

Our roster can claim Lotus, Morris Minor, Morgan, Sunbeam, Hillman, and of course Mini, as marques of distinction. Speaking of Mini, the blue Cooper "S" of Marty Klein is a joy to behold, and the probability of Judy Cratty driving a "new" Mini gets greater every day.

The grand automobile total, you ask? Considering that we have several members who don't know how many cars they own, and several members who didn't update their membership forms, I put the number at about 150 cars! Wow!

I previously mentioned a few cars of special interest, but feel the need to editorialize a wee bit. (Sorry Barbara.)

Looking down the list of cars we own, I am struck by the overall

quality of the vehicles. We drive these things, and sometimes drive them hard. I've seen car shows in other parts of the country, and we owe no apologies to anyone.

If you have seen "trophy time" at Heartland, I think you get my drift. But (and it's a big but) you don't need a perfect car to have fun, enjoy the same status, and participate in every level of the Flatwater club.

That's the way we like it, that's the way we want to keep it, and if it ever stops being that way, call me. I'm in the book under "B," for British Car Nut.



Thanks to BPC



Jerry Needham

has reminded the editor that the club has been remiss up until now in thanking Dick and Ginger Burger, whose British Parts Connection (BPC) firm, a Moss distributor, answered his request to supply the Flatwater Austin-Healey Club with some nice British automotive memorabilia gifts to use at our holiday party.

Jerry says BPC was overwhelmed with requests from around the country, but we made the cut as the last of 25 clubs selected.

The April fish fry in Nehawka will include a drawing and distribution of said BMP gifts, says Jerry.

Jerry also asks that you please consider BPC for all your British parts needs. Reach them at:

Dick Burger/Ginger Burger

British Parts Connection

176 Lincoln Street

Bangor, ME 04401

Phone: 207 990 3422

Fax: 207 945 3518

Email: mail@theBPC.com

Website: www.theBPC.com

Flatwater Austin-Healey Club

Membership Form

Flatwater Austin-Healey Club is the Nebraska and Western Iowa chapter of the Austin-Healey Club of America. For non-Healey owners, it is a local British car club welcoming all marques and enthusiasts. We are dedicated to driving our cars, good friends, good food, and good times.

Date _____

Name

Spouse-other

Address

City

State

Zip

Phone

e-mail

Auto(s) _____

1/2 year dues local dues (Aug.1 to Jan.1) \$7.50 _____

Full year local dues (Jan.1 to Dec. 31) \$15.00 _____

Full year National Austin-Healey Club with local dues. \$50.00 _____

1/2 year National and local dues. \$35.00 _____

Questions and dues to: John Ulrich
Flatwater Membership
6845 S. 44th St
Lincoln, Ne. 68516
(402) 421-9252
julrich@lps.org

Austin-Healey 100-4 MGA MK-I MGB MG Midget MKII Sprite Mk II Mini
Bug Eye Lotus Elan Morris Minor Jaguar E-Type Austin-Healey 100-6
MGB-GT Triumph-TR7 Morgan Triumph TR-6 Jaguar XK-6 MGC MG-TB
Spitfire Jensen Healey Triumph TR-4 MGC-GT Jaguar MK IX MG-TF
Triumph GT-6 Jaguar MK-II Sprite MK-III MGA MK-II Austin-Healey 3000
XJ-S MG-TD Sprite MK IV MGB-GTV8 Midget 1500 Triumph TR-3 Sterling

Elkhart Lake Event Reservations Needed

by John Ulrich

If you ever wanted to see historic race cars from Bugeye Sprites, ground-pounding Can-Ams, Formula Ones, and everything in-between, this is your chance. Come join us on the "Flatwater Trek to the Historics" on Thursday, July 18!

We'll leave Lincoln early the morning of the 18th and drive a full day straight through to Sheboygan, Wisconsin. The "official motel" is the quaint and rustic (meaning it hasn't changed since 1960), Imperial Motel, located on the west side of Sheboygan and about 15 minutes from the track.

It's best to purchase a "super ticket" in advance. This gets you into the races every day, and also gives you access to the pits and paddock (a must-see). They're a bargain at \$70.

Friday is practice day for all classes and "touring laps" for those who want to drive the track in their own cars. It costs \$75 for about 45 minutes and even though there is a 75 mph speed limit, you will never regret the experience.

Friday night is the race car parade into the village of Elkhart Lake and the race car concours on main street.

Saturday (20) is final practice and qualifying for all classes, along with a touring session. The sports car concours is held that night, in the village, along with the famous

Mecum Auction.

Sunday (21) is race day for all classes, with the feature events being Can-Am Thunder, and the Historic Grand Prix F1 Race. There are also touring laps.

The group ---Jim Danielson, Steve Espelund, Bud Dankloff and I as it stands now -- will start to head home later in the day, stopping somewhere in Iowa for the night and pushing on across Iowa on Monday until we reach home.

One motel room with two double beds is still reserved and up for grabs. I need a **firm** commitment for it now, like when you stop reading this sentence.

It may be possible to get more rooms if we do it now. By later this spring, or early this summer, forget it! Many of the regulars have a standing reservation for the race weekends.

As a youth, this event was almost a religious experience for me. I read about many of the cars and drivers in *Road and Track*, saw them in person on the track and the pits.

Hey, let's face it. When was the last time you saw Jim Hall standing next to his favorite Chaparral?

There's a bunch of choices here. You can call me (402-421-9252); e-mail me at julrich@lps.org; or you can call the Imperial Motel directly at 920-458-3578. You can also call Road America Track at 800-365-7223 or find them online at www.roadamerica.com. Just do it quick.



Standing left to right, Bob Shaw, Bruce Cratty, Marvin Marshall and Bob Bredwell. Cratty's grand-daughter Lisa stands in front.

Grand Prix Won by Bruce Cratty

The Flatwater Club's Nigel Setright Memorial Grand Prix, held at Speed Indoor Racing in Lincoln on Saturday, March 16, was won by Bruce Cratty, followed closely by Bob Bredwell (second place) and Bob Shaw (third place.)

Also racing were Jerry and Crissy Conant, Judy Cratty, Joe Guinan, Martha Johnson, Marvin Marshall, Mike Nelson and John Ulrich.

The group adjourned after the race to Rib Ranch for culinary and alcoholic reinforcements which were enjoyed, the editor thinks, by all.

In a later interview, Cratty attributed his win to "clean living and pure thoughts."

Neither Bredwell or Shaw accepted those terms. Shaw merely said, "The devil takes care of his own."

Heartland MG Show Registration Now On-Line

The 13th Annual Heartland MG Regional will be held June 7-9, 2002, at the St. Joseph Civic Center Park.

Registration forms should be in the mail soon, but you can register online *now* by visiting their website, www.heartlandmg.com, and then paying when you arrive at the show.

More details to come, but the Premier class is back, by invitation

only, and will consist of 2001-year first-place winners in each MG specific class. The Morris Minors are part of the show for the second year.

More information will be in an upcoming newsletter but those who want to beat the rush can register now.

The State of Autocross

By Mike Nelson

The autocross season sponsored by the Nebraska Region SCCA is looking really gloomy this year. Any real estate agent knows the slogan, "location, location, location." and that is the tune being sung by the SCCA. They have dates scheduled, but no locations to host them.

The well-used Aksarben site is not available at all this year. The Offutt Air Base site is obviously under a heightened security level and may not be available either. The community college in Council Bluffs allowed one event only in the past; however, that site may not be available either.

To complicate matters, the new race track being built in Glenwood has distracted a few of the members that are primary event organizers. It is this author's opinion that this

distraction has kept the SCCA from an all-out effort to locate new locations.

Gerry Conant sent an email request for information to one of the Board of Directors, with questions about this season, and the response was not good.

First of all, the fee for non-members to attend an event has been raised from \$20 to \$30. Even SCCA members have an increase in fee in addition to an increase in their yearly dues.

In my opinion, \$30 is a bit tough to swallow when it comes down to less than 5 minutes of driving time, and an hour or so of work time as a corner worker. Frankly, the answer Gerry received was honest as the response indicated that the usual field of 100-plus cars needs to be weeded out.

The reply went on to say that any future location will most likely be smaller in size, and won't be able to provide adequately for that many

participants (pit stalls, trailers, etc.) In other words, they are content to have smaller fields of entrants, and anticipate that the participants will be mostly members.

I'm not holding my breath for a positive outcome involving local autocrosses. It's a shame, as it is about the most fun a person can have with their car, legally. SCCA website for the Nebraska Region: <http://www.nrscca.com/>.

The Flatwater News is published monthly. Members are welcome and encouraged to contribute columns, tech tips, event information or other news items.

E-mail news articles or a change in your mailing address to Barbara Rixstine at rixstine@yahoo.com. (If that's full, e-mail me at majorbabs@wildmail.com.)

For membership questions, email John Ulrich at julrich@lps.org

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