



August 2002

Flatwater News

A publication by and for members of the Flatwater Austin-Healey Club and the Austin-Healey Club of America

"Eat and Run" Theme of August Breakfast

It's not often easy to know what Bob Shaw is thinking. And frankly, sometimes we just don't want to know.

But when it comes to car club events, you can bet that whatever he thinks up for the August 10 Poker Run, it will be with "maximum good time" in mind.

Folks involved with a poker run drive an assigned route. At each stop, the driver gets a card. At the end of the trip, all drivers match up their hands to see who won. Of course,



other elements are involved like not getting lost, showing up at the end and knowing what makes a good poker hand. Winner has his or her next Mahoney breakfast bought by the club.

The day starts with our monthly breakfast at Mahoney Park at 9:30 a.m. or so. After breakfast, Bob will give instructions to the troops and we're off! Plan on a pleasant, leisurely drive.

If you want more information, or would like to volunteer to help, send him at e-mail at shaws@mlcltd.com.

Calendar

8-August

- 8 -- Ice cream at the Hiatts
- 10 -- Breakfast at Mahoney State Park and then Poker Run
- 24 -- Danielson/Rixstine nuptials.
- 30 -- Fish Fry, Nehawka or caravan to KC for...
- 31 -- All-British Car Show, KC, MO

9-September

- 12 -- Ice cream at Baskin-Robbins, 70th and Pioneers
- 14 -- Breakfast at Mahoney State Park and then Poker Run
- 27 -- Fish Fry, Nehawka
- 29 -- Flatwater All-British Car and Cycle Show, LPS Admin Bldg parking lot, 10 to 3.

Times are elastic for most events, Breakfast is 9:30 or so; Ice Cream and Fish Fry events are 7 or so.



From the Presidential Garage

by Marvin Marshall

Gee, time to whip up another article for the old newsletter. I read in the Kansas City MG Car Club's monthly newsletter that their fearless leader had writer's block and resorted to reminiscing about what went on in years past. Now how am I supposed to steal any ideas with a column like that? I can't even remember what happened last week! Guess I'm on my own, here goes.

John C. Fremont Days turned out quite nice for all the car nuts who attended. Those people in Fremont

know what British cars are now, thanks to the perseverance of Leo Thietje. He has been on those organizers for some time to include imported sports cars in a category by themselves. Both Flatwater and HMRNP clubs were well-represented. Find the article about all those winners and the day's events in this issue.

Thanks to all who came over and celebrated the Fourth with Sue and me. The fireworks at Rosenblatt Stadium were fantastic as always. And the food wasn't bad either, if I do say so myself. About 50 people showed up and my long-lost sister Pat

and her husband Walter got to meet some of the usual band of suspects. Pat and Walter were in from Maryland for the week for our first Fourth of July together, ever.

Now, for all you new members (and for all you old members who didn't know) here is YOUR INVITATION for the Marshalls 29th Annual Party next year. We have a Fourth of July party every year on the day Rosenblatt has their fireworks display. This year it was the 3rd. Everyone is invited. We

(cont. on page 2)

(Presidential Garage, cont from page 1)

provide food and drinks; you can bring something but it's not necessary. I start cooking at 8 a.m. and drinking at noon. (Editor's note: Ha! 8:01!)

Come anytime. We block off the street so there is plenty of reserved parking just for our LBCs. You have to entertain yourself but with this eclectic bunch, but that isn't hard to do. My apologies to anyone who didn't think they were invited. I stopped sending out invitations when the crowd got up around 200 one year with most of them Irish and Italian electricians. Ugly, really ugly.

On to some more enlightening stuff. Some of our band of suspects headed off to Wisconsin in mid-July. Dr. Danielson, John Ulrich, John O'Brien, Bud Dunklau and Scott Kahler left July 19 for the Elkhart Vintage Car Races. Jim's GT had a problem and made it as far as the Presidential Palace. He hitched a ride with Scott. I'm sure the stories will be good about THIS trip but start with Scott's version on page 7.

SPECIAL NOTE: The Patrol's Ice Cream night on August 8 will be at Randy and Eloise Hiatt's house, 8400 South 98th Street, Lincoln. Those at Fish on the 26th got a flyer. If you didn't, see story this issue.

POOR BOB! Dr. Bob's MGA was injured when a dump truck backed into it. Too painful for words here. Bob still is planning a Poker Run after the club breakfast at Mahoney on August 10. I bet he'll use Martha's MGBGT.

Bob Bredwell buys a TR-2 and I get the blame. Just like always. Read about the TR-2 on page 6.

Welcome new members:

Dave and Susie Erickson, Steve and Pam Harris, Virgil and Audrey Neu, Chuck Policky, Gary and Vicki Rockel, Bob and Sherry Stephenson, Tim and Paulette Smith.

Marvin

Cars & Parts 4 Sale

Collection for Sale

Jim Danielson is helping British car collector Richard Speidell find buyers for his car collection and extensive parts inventory. These cars are for sale:

1960 Bugeye Sprite, needs total restoration.

1963 MG Midget, Mark I, disassembled, excellent tub.

1966 Jaguar E-type, runs great, no rust, could use a paint job.

1968 Austin-Healey Sprite, usual rust, needs panels, restorable.

1973 MGB-GT, no rust, repainted a different color.

1976 MGB Roadster, 26,000 miles. Numerous Sprite, Midget, MGB parts, engines, miscellaneous for sale.

Contact Jim for price and viewing at 402-464-3733 or e-mail me at jdanielson2003@yahoo.com.

FOR SALE: Parts for a 1970 Midget too far gone to restore. Many marginally usable parts. Fairly decent hardtop that needs restoration. \$100 for hardtop but very willing to negotiate. Call Tim Creger at 402-466-3968 evenings for more info.

FOR SALE: Midget and MG parts for sale. Partial listing: drive-shaft/\$55; steering rack/\$15. E-mail Gerald Tessin at jerlin22@cox.net for complete list and prices.

FOR SALE: 1966 MG

Midget: new top, tonneau cover, new front tires, wire wheels, and new interior. Exterior repainted original color, BRG, a few years ago. Call me or leave a message at 994-2142 and I can set up a time to see the car. If anyone has any questions they can call or email me at jdabbs@ci.omaha.ne.us.

FOR SALE: 1972 MGB, another almost-complete car and a large pile of parts. Call Steve Schreiner, 402-873-5833 in Nebraska City. (Bill Evans.)

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

FOR SALE: 1979 MG Midget, runs good, new clutch and brake master cylinder.

Call Jim Danielson at 402-464-3733 or e-mail jdanielson2003@yahoo.com about either or both cars.

FREE PARTS: 1976 Midget emission parts — Air pump, canisters, hoses, etc., all the small stuff. 5 Rostyle wheels w/ trim rings.

FOR SALE: \$10.00 each:
2 New Goodyear with 155/80/13
1 Good Goodyear Arriva 155/80/13.
For info call Don Petrick at (402)253-2232.

Going, going, gone...

MG Princess Sells at \$1950

by Jim Danielson

Lincolniters who saw (and many who viewed) the green 1965 MG Vanden Plas Princess on an estate auction July 27 at 1812 "A" St. in Lincoln might be interested in the

result. Bidding began a little after 1 p.m. and started at \$1000. I wasn't interested at that price, but someone else was and he got it for \$1950. The new owner is not a member of the club, but I did talk to him after the sale and gave him FAHC information. If he comes to an event, we'll all want to know how this unique car is doing.

The Invasion of the Flatwater Club Or JCF Days or Bust

by John Ulrich

They must have heard we were coming. The combined forces of Flatwater and HMRNP produced (officially) 17 British cars for the annual street rod, muscle car, and old American iron extravaganza known as John C. Fremont Days.

As this probably would have been enough to win the "Most Cars From A Club Trophy," the event organizers discontinued the award. They learn fast. If you can't beat us, change the rules.

The organizers also changed the parking arrangements, making it necessary to meet at Leo and Joann Thietje's at an early hour, and caravan downtown. This insured "the bunch" would all be able to park together.

Although we were off the main street of the show, we proceeded to make ourselves at home, with our own brand of fun and camaraderie.

This show is one of few we attend which is professionally judged, as opposed to the people's choice format. The judging team hailed from South Dakota, and although being very good at spotting a dirty engine compartment, they probably didn't know an SU from a Zenith Stromberg.

All the LBCs were in the "Stock Two Seat Sports Car" class except for my MBG-GTV8. I ended up in the "Modified" class, and had to do battle with those nasty Cameros, Mustangs, GTOs, Mopars, etc. from the same time period. After the requisite cleaning and polishing, dog and burger eating, tire kicking, soda drinking, story telling and search for shade, it was trophy time. (Drum roll please) Honorable mentions went to Don Petrick for his burgundy Midget, and Mike Cerny for his black MGB.

If we were allowed one ringer it

was good friend Ron Bonelli passing through from Las Vegas on his way to the VTR show in Red Wing, Minnesota. (See accompanying story) Ron's national award winning TR-8 brought home third place — boy, are those guys tough! — and second place went to HMRNP member Noel Koch with his always-gorgeous Healey 3000.

It's a good thing Leo Thietje's MGB is beautiful. Leo, hometown boy made good, and Fremont Days committee member, took home first place. Normally we would have looked for some rope and a good sturdy tree, but since he and Joanne were going to feed us supper, all was forgiven. Somehow the judges managed to look past the "Bow Ties" and "Blue Ovals," and award my GTV8 third place in the modified class.

At the conclusion of the show, we proceeded to Leo and Joann's for a wonderful picnic, and more good times with good friends.

It was great to see *both* Grants at the same time and to hear that they will soon be living just south of the KCI Airport. Wouldn't you know it. We get someone with a house close enough to "crash" at All-British, and the organizers move the show!

We owe the Thietjes and all others who provided food a big "thank you." The hospitality of Flatwater members is sometimes taken for granted, but when I speak with LBC folks around the country, they can't believe the level of friendship we enjoy. Let's all remember to express our appreciation to Leo and Joanne. Heck, even "Stripe the Sprite Dog" had fun.

The Wedgemaster Cometh

Did you meet Ron Bonelli at Fremont Days? If you didn't, too bad. Read along with a little history.

I met Ron in 1995 when he had the good fortune to have his TR-8 trash a water pump right here in Lincoln, en route from his home in Las Vegas to the national VTR meet.

He got both Jim Danielson's and my name from the Omaha Triumph folks. Since then we try to get together every time Ron has to pass by anywhere near Lincoln. Jim and Barbara have even gotten to visit him in Vegas, so the relationship grows each year.

This year, the meet was in Red Wing, Minnesota. Schedules permitted Ron to spend four nights at the Ulrich-Bohlke Hilton. Days full of food, stories, cars and even some golf (Ron

loves golf) ensued. It worked out to attend the Fremont Days car show and add an outstanding TR-8 to our rowdy little band.

Speaking of TR-8s (and TR-7s too) those darn things are starting to grow on me. Triumph always said it was "the shape of things to come," but I didn't think it would take 20 years to get here.

While crawling around the "Eight" on Sunday, before Ron's Monday departure, it hit me: it actually looks like a modern car.

Sure, the dash has lots of plastic, and the wheels are 13, not 15-inch, but the seating position, steering, suspension and brakes are excellent.

Add to that an air conditioner that works, and a 5-speed which gives good acceleration in

(cont. on back cover)



August "Ice Cream" At Hiatts

FAHC members Randy, Eloise and Ryan Hiatt have offered to host our monthly ice-cream-oriented get-together on Thursday, August 8. Location: 8400 South 98th St. Lincoln. Eloise says there'll be vanilla, chocolate, and one other

flavor and she'll have bowls and spoons. If you'd like toppings such as candy bar bits or hot fudge, please bring it.

The Hiatt's place is at the end of a gravel road, but not far. Ryan would like to get a picture of lots of British cars so come on down!

KC All-British Show Changes This Year



The Kansas City car club's annual All-British Show is set for Saturday, August 31 and changes are in store. Instead of the previous three-day show, it's now more like Heartland -- an evening and one-day event. For full information, go to: <http://kcallbritish.tripod.com>

Registration: Early registration bonus ends August 24.

Location: Park Place Hotel, near the Front Street exit off of I-435, not the Airport Marriott. Room rates are \$69/night. Toll-free number for reservations is 816-483-9900. The hotel is near Worlds of Fun.

Voting/Awards/Banquet: People's Choice awards will take place Saturday afternoon, with actual awards presented later in the evening at the banquet, the actual end of the event. (In the past, many members

skipped the dinner for some of KC's other restaurant offerings.)

Caravan plans: At press time, no set plan had been decided on for caravanning to KC. The show has no activities planned until the rally Saturday morning at 10 a.m., but a 6 or 7 a.m. departure has traditionally not drawn a crowd.

Editor's recommendation: leave respective communities at about 1 p.m., getting to KC in time to unpack and go out for dinner, since most will probably want to attend the banquet Saturday. Jim Danielson is working on a route plan; I'm working on "eats" and breaks on the way.

E-mail or call either John Ulrich or me by Monday, August 12 with your preferences on a Friday departure. We'll let everyone know the final plan via e-mail or "other."

From the Topeka Car Club July newsletter:

FOR SALE: 1963 Morris Minor, Old English White with red interior, good body, \$2500 OBO, Chris Wright, 785-232-0419 or 785-224-3791.

FOR SALE: 1979 MGB, yellow, under 17,000 miles, by 2nd owner of original car. Ready

to drive and enjoy - \$8,000. Wayne Peterson, 785-357-8468 work, 785-267-3843 home.

FOR SALE: 1955 MGTF 1500, left-hand drive, near perfect condition, BRG, tan interior, completely restored -- lots of parts. Daryl Becker -- 785-484-3315.

New Words

The Washington Post's "Style" section recently asked readers to take any word from the dictionary, alter it by adding, subtracting or changing one letter and supply a new definition. Here are some recent winners:

Intaxication: Euphoria at getting a tax refund, only to realize it was your money to start with;

Reintarnation: Coming back to life as a hillbilly;

Bozone: The substance surrounding stupid people that stops bright ideas from penetrating, most visible in state bureaucracies;

Foreploy: Any misrepresentation about yourself for the purpose of sex; followed by

Glibido: All talk and no action;

Cashtration: The act of buying a house, which renders the subject financially impotent for an indefinite period;

Giraffiti: Vandalism spray-painted very, very high;

Sarchasm: The gulf between the sarcastic wit and the person who doesn't get it;

Inoculatte: To take coffee intravenously when you're running late;

Karmageddon: It's, like, when everybody is sending off all these really bad vibes, right? And, like, the Earth explodes and it's like, a serious bummer;

Caterpallor: The color you turn after finding half a grub in the fruit you're eating;

Dopeler effect: The tendency of stupid ideas to seem smarter when they come at you rapidly;

Decafalon: The gruelling event of getting through the day consuming only things that are good for you;

Osteopornosis: A degenerate disease. (This one got extra credit.)

Bredwell Takes The Leap: Buys TR-2

by Bob Bredwell

Well, now I've gone and done it. Although I've belonged to the Flatwater car club for many years now, I've never arrived at events in my own British car. That scenario is ruined forever. I took the big plunge recently and purchased a Triumph TR-2, a "long door" no less.

Shortly before leaving to celebrate the Fourth with the Marshalls, Dr. Shaw just had to show me a car that was for sale on E-bay.

Coincidentally, Bob knew the seller and was familiar with the car, so there was a certain amount of trust when he told me it was a fine car.

With the car's vision now slightly implanted on my brain, we headed to Marv and Sue's house for great food, cold beer, and an hour's worth of fireworks. Truthfully, hadn't thought about the little car much once we got to Marv's house, that is until the above-ground nuclear test he called homegrown fireworks went off.

After I picked myself up from the ground, I found the blast had changed my focus. I wasn't interested in beer, food, or young women anymore — I had to have that CAR! Thanks, Marvin! Now I can either blame or credit both you and Dr. Shaw for my entry into the world of dual British car ownership since I'm also restoring a TR-6.

I placed my one and only bid on the car ten minutes before closing time. Alas, it was the winning bid! Would buyer's remorse set in? No. Rather I found myself waiting anxiously for the day when I could go visit the car and close the deal.

I knew the first time I saw it that I would probably not have regrets,

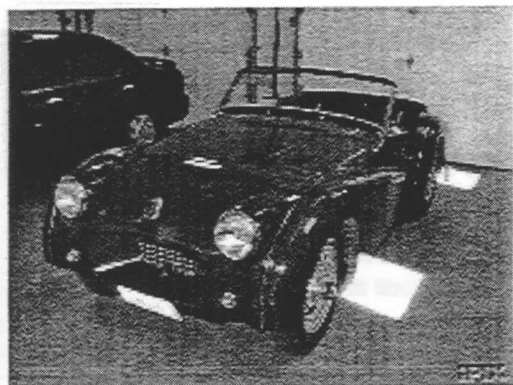
and I even felt better once he started her up. After a quick 10-minute drive around the south edge of Lincoln, I knew the car was going to be worth every cent I paid. It had been so long since I had driven a two-seat roadster: top down, perfect day. And to top it off, it was mine. After all these years, wishing I was further along with my TR-6, wishing I could join in the club driving activities driving a British convertible rather than a German or American car, it was reality.

It had been so long since I had driven a two-seat roadster: top down, perfect day.

But —and this is a big but — I found myself fighting off the contagion that seems to infect my fellow British car owners in the club: that urge to improve, fix, tune, or shall we just be honest and say dismantle the car as soon as we get it home in our garage!

So many things I could do to make it perfect. I could just pile the TR-2 parts right on top of the TR-6 parts. No problem, only take a couple of weeks and then it would be back on the road, better than ever.

Thank the gods this urge only lasted a few hours and my laziness kicked back in. This one is a driver; she will only get what she needs to keep her purring down the road.



So far she's performed wonderfully. But my car has already seemingly adopted some of my personality. I'm experiencing an interesting, yet scary midlife crisis. Don't know what to do. Daily I try to figure out just which direction to take in the future.

My car developed that same problem about a week after I brought it home. While driving through Beatrice, I felt the steering get more and more sloppy each block I traveled. I actually heard the tires scuff as I turned corners and even traveling straight down the asphalt.

Limped home slowly to the garage, stepped back and realized that this car — almost as old as me — was also having big problems determining which direction to go. The passenger side tire was turning right; the driver's side tire was turning left. Hmmmm. Maybe together we can straighten things out, and get a clearer focus on which way to go.

It was an easy repair job. We are back on the road again, for now. I know that my focus is sharper, now that I'm back behind the wheel of a sweet, two-seat British roadster. I hope to take my place at the end of the line during future car club events. But that's with the motor off. When it's running, look out! Speeding violations, here I come.

Elkhart Lake Races: Wow!

by Scott Kahler

Five Flatwater Austin-Healey club members headed up to Elkhart Lake, Wisconsin in mid-July to the Road America Vintage Races, which features one of America's original road-racing tracks and attracts more than 600 race cars from around the world. Although the event is held near Elkhart Lake, the group visited Plymouth, Wisconsin several times. Here's Scott Kahler's observations of the event:

My first utterance as we pulled into the Road America complex had to be something like, "Wow, did you see that?" As we moved closer to the track and actually saw, heard and felt the cars during practice sessions, I was almost speechless. But nothing prepared me for what I saw when we emerged from the tunnel into the paddock area. Right at the start of the paddocks were row upon row of Formula 1 cars from the 70s and 80s. I knew right there this was some kind of sports car heaven. It even had bratwurst. But let me start at the beginning.

Six LBC folks planned to make the trip, making the car inventory two MGBGTs (one V-8), one Porsche 356, one Austin-Healey BJ8, one MGB and, since my Bugeye is in the mist of restoration, a Mazda Miata.

Yes, I said six but only five went: Steve Espelund had to cancel. Scratch one MGB.

Bud was getting his 356 ready for a cross-country trip and it wasn't ready. Scratch one 356.

Jim's GT had to be abandoned in Omaha. Scratch one GT.

John O'Brien's big Healey had to turn back 45 miles out of Des Moines because of overheating. Scratch one Healey.

Final story: John Ulrich and Bud rode in the V-8, Jim rode with me in the Miata and John O'Brien came up the next day in a Suburban.

The trip up was very pleasant and Jim was an excellent navigator to have along. He lived in the Wisconsin area for years and passed along much of his knowledge of the area. The little town of Plymouth is quite quaint; ask John about it.

The first day at the races started with a good German breakfast -- bratwursts, at an incredible (good) price. Upon arriving at Road America I took my car through tech inspection since I was scheduled for "touring laps" on Saturday. We all reassembled at Turn 3.

Just driving around the complex is a neat experience; there's a bratwurst and beer stand by every major turn. I told you this could be heaven.

I knew right there this was some kind of sports car heaven. It even had bratwurst.

This is the most laidback race I've ever been to. The pit/paddock area is almost a mile long and you can actually stand next to the cars and touch them.

Now, the cars are the real reason for being there. This is a rolling, working, racing museum of some of the most incredible racecars you will ever see. There were MGAs, Bs, Cs and Midgets. There were Sprites and big Healeys of every configuration. There were Jaguar C-, D- & E-types. There were Sunbeams, Lotuses of very type from single seat pure breeds to road-going types, Porsches of every variety, Cobras (real Cobras!), a GT40 and more Ferraris than I could count.

There were Devins, Scarabs, and of course the awesome CanAm cars of the late 60s and early 70s. In addition to the racecars, the cars that were parked around the facility and in the town of Elkhart Lake were just as fascinating. I had never seen a real M-B 300SL Gullwing, let alone two of them, no more than 50 feet apart with a roadster from the same vintage thrown in for good measure.

Besides the racing action and strolling through the paddock, I had an absolute blast doing the touring laps. Two hundred street cars and a couple of real racecars took to the track during the lunch hour. Hitting speeds in excess of 80 mph and diving through the turns was a rush. I even passed a real live racecar going into Turn 5. Now, Jim will quickly point out that he was pulling off the track at Turn 5, but I passed him, it's my story and I'm sticking to it!

The village of Elkhart Lake has a racecar parade and car show on Friday night, a concours show and auction Saturday. Both were very interesting and fun and they even had bratwurst in town. (Did I mention I like bratwurst?)

We met Tim Suddard, the editor/owner of *Grassroots Motor Sports*. He said he likes to "hang out with the Sprite guys."

Taking a trip with these guys was fun. Bud is an undisputed master of his craft and knows everyone. I learned a lot from all of these guys on this trip and fully plan on being there next year as well.

I got so enthused about working on my Sprite I think I'll pull it home this weekend. Now the only question is: make it a street car or a race car? Hmmm.

(cont. from page 4)

one through four and relaxed cruising in fifth. Maybe I need to reconsider my position on the last-gasp efforts of the noble marque.

Ron is now back in Vegas with his wife and other LBC, a show-quality TR-3. He speaks highly of the friendly and hospitable Flatwater bunch, and that's a reputation we can savor. It's also a reputation we need to constantly nurture.

Hey, Ron! See you next time!

Upcoming Events

Chicagoland MG Club Hosts Abingdon Summer Party: The Abingdon Summer MG party is set for August 15-18, 2002 in Abingdon, Illinois. Contact Jim Evans at 630-858-8192 or visit their website at <http://www.chicagolandmgclub.com> for more info.

Both Jay Fluehr (Omaha) and Bill Evans (Lincoln) are planning to attend this event. Contact either if you're interested in going too.

Flatwater Austin-Healey All-British Show:

Sunday, September 29, LPS Admin Bldg parking lot, 62nd and "O"

This is our big event of the year and usually gets at least 75 entries.

All British cars and motorcycles welcome. No trophies, just fun.

Call John Ulrich if you can volunteer. More info next issue.

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 items or a change in your mailing address to:

Barbara Rixstine
1310 Idylwild Drive
Lincoln, NE, 68503

or to
rixstine@yahoo.com
by the 25th of each month.
Items can be pasted into e-mail, sent as text or Microsoft Word documents. Pictures are always welcome.

For membership questions, contact John Ulrich at 402-421-9252 or julrich@lps.org.

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Jeff & Liz Lemon
4410 Serra Place
Lincoln, NE 68516

Flatwater Austin-Healey Club
1310 Idylwild Drive
Lincoln, Nebraska 68503-2040
CLUB OF AMERICA, INC.

0555-508

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