



July 2002

Flatwater News

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

JCF Days Offers Chance to Show, Shine Club Cars



FAHC members are requested to turn out in force for the **Heartland Auto Show at John C. Fremont Days**, in Fremont, Nebraska, on Saturday, July 13.

We would like to have as many cars from the club as we can.

The day starts at Thietjes, 1535 West Linden Avenue in Fremont, at about 8:30 a.m. (West Linden Avenue is really 13th St. but if you get lost, their number is 402-721-8585.) We'll caravan to John C. Fremont Days from there. Cars entered in this show are parked by order of arrival rather than class, so it's important to arrive together.

Preregistration for the event is \$12.00; day-of-show registration is

\$15.00. Registration is from 8 a.m. to noon with judging beginning at about 11 a.m. Awards will be given out at about 4:30 p.m.

Now we'll let Leo have a few words: "JCF organizers have given an award to the club with the most members registered at the show, so we will need to decide what club to list when entering.

"There are many activities, booths, and several antique shops downtown for those who accompany the registrants. Joanne Thietje will be happy to provide shuttle service from down-town to the Thietje home when the shoppers leave downtown. I'll have my cell phone, so find me and I'll call Jo for a ride. After the show, meet at our

(story continued on page 2)

Calendar

7-July

- 6 -- Art Dart III, to Joslyn
- 7 -- P. O. Pears on the Lake
- 11 -- Ice cream at Baskin-Robbins
- 13 -- Breakfast at Mahoney; **John C. Fremont Day Car Show**, with barbecue at Thietjes;
- 15 -- Triumph Power Tour and Road Show, Chalco Hills Rec Area
- 26 -- Fish at Nehawka

8-August

- 8 -- **Ice cream at the Hiatts**
- 10 -- Breakfast at Mahoney State Park
- 24 -- Danielson/Rixstine nuptials. Info TBA
- 30 -- Fish Fry, Nehawka
- 31 -- **All-British Car Show, KC. MO**

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



From the Presidential Garage

by Marvin Marshall

Just taking a breather from the College World Series action and thought it was time to ramble on again.

Three of the grandkids are staying overnight at Paul's house next door and they are out selling parking in the street. I'll have to call Sue before she gets home to tell her she has no place to park now. They sold her parking spot for \$10. The girls are turning into little business ladies -- learning all about supply & demand, overhead and the like.

Heartland turned out just like usual, lots of fun. I did drive the MG if you are wondering. Bob and Martha came up Sunday before and removed the head for me. The copper head gasket was completely gone between 1 & 2 cylinders. I got it back on Friday morning with a gasket set from Steve Esplund and a borrowed distributor from Deb Esplund's MGA and it ran great!

Flatwater and the Motor Patrol won their share of awards again. Look for the article inside for all the details. No, I didn't win this year,

even though I was in the Premier Class. I think it was the dirty wires that did it. My detailer has retired. I think I'll have to advertise for a new replacement. Sue said something about looking for a replacement also. I'll just let her handle it and then I'll have more time to play.

Speaking of playing, Russ DeVoe put on one GREAT car event out at the North Omaha Airport. There were awards for best of class and for fastest time for each marque.

I finally put that Lucas Electronic Distributor I bought at the All-British a

(cont. on page 2)

house for food and liquid refreshments."

If you want to caravan to Leo's from Lincoln, call Jim Danielson at 402-464-3733. (We'll probably meet at the Inland Truck Parts lot on N. 56th at about 7:00 a.m.) If you want to caravan from Omaha, call Marvin Marshall at 402-733-6868 and make arrangements.

couple of years ago in that morning. It seems to have solved most of my overheating problems. Also I turned in a consistently better time than Martha Johnson! This needs to be a regular event. Thank you to all the volunteers who kept time and to Russ for organizing it.

Remember to look at the Patrol's calendar and your Flatwater Newsletter for upcoming events. Welcome to all our new members. Please join in on all the activities. See you all at the next meeting in Nehawka and have a fun Forth of July!!

Marvin

P.S. We have handbills to pass out for our show in September. Please take some. Also the All-British show in Kansas City is moving over around Worlds of Fun. More details in this issue's story.

Jokes from the Prez:

The IRS said I couldn't deduct last year's taxes as a bad investment.

Jumping to conclusions is not half as much exercise as digging for facts.

Did you hear about the Eskimo who put some oil heaters in his kayak and was surprised when the heaters exploded and set fire to it? Which only goes to prove that you can't have your kayak and heat it, too.

Jim Danielson has the following cars and parts for sale:

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

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

E-mail Jim Danielson at
jdanielson2003@yahoo.com or call
him at 464-3733.

Jim Danielson says:

I have been asked to help famed British car collector Richard Speidell find buyers for his car collection and extensive parts inventory.

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

Please also see car ad from
Joe Dabbs on page 4!

FOR SALE: 1979 MGB LE, black with champagne interior, hard top with all three canvas pieces, 50K miles, new clutch and brakes gone through two years ago, m. side draft carb. with headers, asking \$4500. In the Fremont area. Call Mike Cerny at 402-727-4518 or e-mail: mecerny@teknetwork.com.

FOR SALE: New member Larry Spaulding of Spaulding Motors in Lincoln has a 1974 BRG MGB Roadster for sale. Call Larry at 402-477-4500.

WANTED: The following parts for a '72 MGB: a painted wire wheel to use as a spare, one wiper arm, a washer bottle, a pair of horns, a pair of sun visors (in biscuit), heater fan switch, dash light rheostat, top boot. Call Mike Barnes at 402-397-2584 or e-mail him at: mike1757@hotmail.com

FOR SALE: Parts for a 1970 Midget too far gone to restore. Many marginally usable parts. Fairly decent hardtop that needs restoration. No headliner or gaskets, but with a little attention could make somebody a nice addition. \$100 for hardtop but very willing to negotiate. Call Tim Creger at 402-466-3968 evenings if you want to know more.

FREE PARTS: 1976 Mid-get 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.

2660



Creger Adds Florida Bugeye To FAHC Inventory

FAHC member Tim Creger is now the proud owner of a 1959 Austin-Healey Bugeye Sprite, delivered via transport from St. Petersburg, Florida in mid-June.

But let's let Tim tell the story:

It's a '59, serial number AN5L10900. Interesting story behind it is it was owned by a television producer in California who produced the *Quantum Leap* show a few years back. I used to watch that show.

This was told to me by the person from whom I bought it, who bought it from the producer. It spent most of its life in California with the producer, then he took it to Colorado for a couple of years, and then he moved to Florida about three years ago but never drove the Bugeye there, as when I bought it there were still Colorado plates on it with year 2000 registration.

I bought the car from Glenn Lenhard of Glenn's MG Repair in St. Petersburg, FL. Glenn appears to be very good at restoration of older LBCs, and you can check out his work at

www.GlennsMG.com

(In fact, if you click on "Cars for Sale," you might still be able to see pictures of the Bugeye as I saw it advertised.)

I had him install a brake and clutch hydraulic kit in the car, as well as new water pump and ignition switch rebuild. He tuned and timed it for me, but was unable to finish the carburetor tune-up because the car transporter showed up to bring it back to Lincoln.

I used Nebraska Auto Transport to bring it back to Lincoln. I hope they had two drivers, because they made it from St. Petersburg/Tampa to Lincoln in 30 hours!

From what I can tell, it has very little rust, mostly confined to the front fender seams and seat frames. The floors and rockers are solid, and it has been professionally under-coated sometime in the past.

It has a 948 with 4-speed tranny, but I intend to swap it with a rebuilt 1275 and 5-speed with lower ratio rear end.

It appears the rear end may be newer than original, but I'm enough of a novice to not know how to tell exactly what gear ratio it is.

I have the entire drivetrain from a 1970 Midget I bought in December, and will attempt to use the engine and rear end out of this donor car. The rest of this car is going to the salvage yard if no-one speaks up soon.

(Editor's note: More info on Tim's salvagable car parts is in the Cars & Parts 4 Sale section of this newsletter.)

The paint is old English white (emphasis on the "old" part), as it is faded, cracked, and stained. I am still undecided about a new color, although right now I am leaning toward a dark iridescent turquoise.

For the time being, I'm going to get silly and cover bad paint areas with black Holstein spots! (I've already covered the heavily weathered seats with Holstein seat covers.) The paint job will probably be a year or two down the road.

The gas and oil/temp gauges both work, but the speedo and tach do not. I have figured out the gear drive on the tach is shot, so don't know if I want to replace it with original or upgrade to electronic.

The speedometer cable is attached to the tranny, so I'll have to do a little more exploring to determine where the problem is with that.

Due to a slipping clutch, I will probably only be taking this car to local club events. Once the newer



engine and tranny are installed, I should be able to participate in club events further from home.

Upcoming Events

A collection of car events around the area in the next few months:

Kansas City --

July 27-28: Carthage British Car Show, Carthage, Missouri;

September 28-29 OR October 5-6: Tri-Healey meet

Steve Dupus says of the KC group, with which he's affiliated: "If anyone in the membership has any ideas on events, needs advice or help on buying or repairing a Healey, or just would like to have a group over to drink your beer, please give any one of us board members a call."

Ditto Flatwater members.

Contrary to rumor, the **Carthage, Missouri meet** is still on and planned for July 26 through 28. In structure, it looks very similar to the Heartland meet – tailgate party at hotel on Friday, registration, driving tour and banquet on Saturday, followed by a "Breakfast Drive Out" on Sunday.

KC All-British Info Now Up On Web

Thinking about heading to the All-British in Kansas City over Labor Day weekend? Well, don't go to the Marriott. And don't plan on a two- to three-day meet. The KC event has been overhauled to resemble the Heartland MG meet.

For full information, go to:
<http://kcallbritish.tripod.com>

For the basics, read on:

Location: This year the event is held on the grounds of the Park Place Hotel, near the Front Street exit off of I-435. Room rates are \$69/night. Toll-

Want more information? E-mail Rod Miller at rmiller930@aol.com or Dave Thorn at mgguythorn@netscape.net and print out the registration.

Chicagoland MG Club Hosts Abingdon Summer Party The Abingdon Summer MG party is set for August 15-18, 2002 in Abingdon, Illinois.

Guest of honor is John Twist, of University Motors in Grand Rapids, Michigan. Keynote speaker is Peter Thornley, son of John Thornley, General Manager of the MG Car Company in Abingdon from 1952 to 1969.

The event highlights the 1928-1936 MG Midget, Magna and Magnette models.

Want more information? Contact Jim Evans at 630-858-8192 or visit their website at <http://www.chicagolandmgclub.com>.

Jay Fluehr in Omaha is contemplating attending the Abingdon event. If any-one's interested in driving out together with him, please give him a call at 402-334-0509 or e-mail him at fluehr@novia.net.

free number for reservations is 816-483-9900.

Voting/Awards/Banquet:

People's choice awards will take place Saturday afternoon. Awards will be given at the banquet, which represents the end of the event. Prime rib: \$30 or chicken cordon bleu: \$24.

For new members, this is often a caravan event. More details will be in the next newsletter, but put the date on your calendar now.

Charger Rated High by Fluehr

Jay Fluehr says he finds "the small automatic battery charger/maintainers are fantastic. I bought one called SureCharge IV from Action Batteries in Omaha. I plug it into an outlet, connect it to the car battery, and just leave it on. It won't overcharge the battery, but the battery is always fully charged. The life of the battery is also significantly extended. The price is between \$40 and \$50."

MG Catalog Available

MG World reports that the latest edition of the MG Owners Club Accessories catalogue is now available. E-mail sales@mgocaccessories.co.uk for more information.

MORE CARS FOR SALE:

I was a member of the Club for awhile and restored a 66 MG Midget. It has been sitting in my garage now for several years and have finally decided to let it go. Most of the work was done while I lived in the Capehart area in Bellevue.

1966 MG Midget. It has a new top, toneau cover, new front tires, wire wheels, and new interior. The exterior was re-painted the original color a few years ago, British Racing Green. The engine was re-done by Shorty from Omaha back in the mid-90's.

The car can be seen by cal-ling 994-2142 in the evenings or simply leave a message and I can setup a time. If anyone has any questions they can call or email me at jdabbs@ci.omaha.ne.us. Thanks for any help.

Joe Dabbs

Hiatts to Host Ice Cream Event August 8

FAHC members Randy, Eloise and Ryan Hiatt have graciously offered to host our monthly ice-cream-oriented get-together on Thursday, August 8.



Eloise says there'll be vanilla, chocolate, and one other flavor -- the editor suggested peach -- and she'll have bowls and

spoons. If you'd like toppings bring those too.

Ryan Hiatt would like as many cars to show up as possible, for a photographic idea he has in mind, so let's not disappoint him.

We'll have address, time, supplies, etc. in the next newsletter so watch your mailbox!

How To Cure A Weeping Cylinder Head

From *Healey Northwest*, which credits the Columbia Gorge MG Club:

The rule is, all rebuilt B series engines weep between the block and head, between the 2nd and 3rd spark plug. Some actually "piss." To remedy this problem: That center exposed head stud, RH side, between #2 and #3 is the guide stud -- the hole in the head is 3/8 whereas the other holes are 7/16.

Clean out the stud hole in the head with a 3/8 drill. Polish that stud, at least. Ensure a chamfer at the threaded hole in the block.

Chase the threads on the stud, nut and block (3/8-18 and 3/8-24).

Ensure the head is planed to 0.001." Ensure that the top of the block is cleaned to a SMOOTH finish. Fit the studs back into the block with only about 5 lb-ft torque. Place a THIN film of clear silicone, RTV, sealant on the RH side of the head gasket.

Into that EXTREMELY THIN film, place two strands of stranded, flexible wire about six inches long, twisted together, along the outboard side of the gasket, between its edge and the water jacket holes so that the thickness of the head gasket is effectively increased by several thousandths. Goodbye leaks.

Thanks to John Twist.

NTD Power Tour and Road Show July 15

The Nebraska Triumph Drivers' Triumph Power Tour and Road Show is set for Monday, July 15, from 6 to 9 p.m., at the Chalco Hills Recreation Center near Omaha.

All British cars and VTR travelers are welcome. The event includes an all-you-can-eat lineup of brats, hot dogs, hamburgers, potato chips, beans and soda.

Reservations are required. Cost is \$5. Call



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

To get to the rec center, take I-80 west and Exit 440. Go north on Highway 50 (144th St) one mile. Turn left (west) on Giles Road and go .8 mile.

Turn left into Chalco Hill's rec area and right at the intersection. West side of lake; follow signs to picnic shelter.

Another Recipe From the Editor

One of my assignments this issue was to get Bev Bohlke's recipe for chocolate chip cookies, because the ones she brought to Nehawka the end of April, to celebrate husband John Ulrich's birthday, were so good.

Her recipe: Go to Eileen's Colossal Cookies (in Lincoln), pick out the chocolate chip ones, pay for them and take them home.

Well. So much for *that* story. And how to fill that space?

So, In place of Bev's recipe, I offer this one from Kellogg's, found in my mother's recently unearthed recipe box, dating from surely pre-1960s. (Aren't the old recipes often the best?) Maybe you can use it in place of bran muffins.

Barbara

Kellogg's Honey All-Bran Spice Cookies:

- 1/4 C. shortening
- 3/4 C. honey
- 1 egg (well-beaten)
- 1 C. Kellogg's All-Bran cereal
- 1 1/3 C. flour
- 1/8 t. cloves
- 1 t. cinnamon
- 1 t. baking powder
- 1/4 t. soda
- 1 C chopped raisins

Cream shortening and honey. Add egg, All-Bran, sifted dry ingredients and raisins. Drop by teaspoonfuls on a greased baking sheet, keeping cookies 2 1/2 inches apart. Bake in a moderate oven (400 degrees) about 30 minutes.

Bill Evans Now HRM Guy

Bill Evans is the new communications go-to for Her Royal Majesty's Nebraska Patrol. Call Bill (or Ferne) at 402-488-9660.

Why We Always Do It That Way

John Ulrich forwards the following to the club:

Does the statement, "We've always done it that way" ring any bells? The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches, an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates built the U.S. railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why that gauge? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons have that particular odd wheel spacing?

Well, with any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. The U.S. standard railroad gauge of 4 feet, 8.5 inches derives from the original specifications for an Imperial Roman war chariot, and bureaucracies live forever.

So the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses.

Now the twist to the story... When you see a space shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass... and you thought being a HORSE'S ASS wasn't important!

Heartland MG Meet Provides Lucky 13

Thirteen turned out to be the lucky number for Flatwater Austin-Healey Club members who trekked to St. Joseph, Missouri in early June for the Heartland MG Meet.

FAHC members took home 13 awards. Receiving honors on their cars were Jim Danielson, Steve Espelund, Bill Evans, Brian Goldsmith, Devon Runyan, Bob Shaw, Leo Thietje and John Ulrich.

Receiving awards for their photography were Danielson, Marvin Marshall (accidentally credited for a

photo shot by Martha Johnson), Susan Marshall, Don Petrick and Runyan.

The meet was enjoyable as usual. Club members enjoyed the cool shade of the park while the cars cooked in the sun and at least one club member -- Jim Danielson -- won a door prize for a free six-month *British Car* magazine subscription.

Congrats to all!

No Route 66 trip

Alas, our valiant anonymous member and his friend, John Rued, have had to unplan their scheduled Route 66 trip due to -- what else -- car trouble. Our sympathies to the two!

Art Dart 3 Set for Saturday, July 6

A trip to Joslyn Art Gallery in Omaha, for viewing of the current Andrew Wyeth "Helga" exhibit, is planned for Saturday, July 6.

Lincolniters will depart from the SCC south lot at approximately 9 a.m. Everyone else can meet us at Joslyn, 2200 Dodge, at 10 a.m. or a little later.

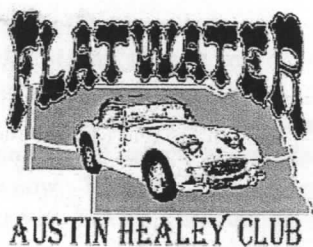
There's more to the plan than this -- lunch in the Old Market and then some shopping. If you have questions, please call Barbara Rixstine at 402-464-3733 or e-mail her at rixstine@yahoo.com

10 a.m. to 5 p.m.

**Lincoln Public Schools Admin Bldg parking lot
5901 "O" Street**

Non-club members welcome to show their car or
just come and look around!

No admission charge.
Shopping and public restrooms nearby.
No trophies, just fun!



For more information, contact
John Ulrich, 402-421-9252 or
Jim Danielson, 402-464-3733

North Omaha Show Just Plane Fun

Variety might say it did "boffo biz." Ebert and Siskel would have given it "two thumbs up, way up." The rest of us just thought the North Omaha show held Sunday, June 16, was fun and hope to repeat it next year.

Drivers who were interested in their cars doing more than sitting on the grass got some practice turns around the North Omaha airport track and then competed for fastest time. We even got a couple of NBC (non-British cars) in the timing, since Porsche Club members were also invited.

Competing were Dave Ciaccio, Gerry Conant, Jim Danielson, Russ DeVoe, Denny Donnell, Martha Johnson, Greg Lemon, Jeff Lemon, Marvin Marshall, Jerry Needham, Mike Nelson, Ian Newlin, Janice Pahlmamms, Bob Shaw, Dennis Stone and John Ulrich.

Trophy-winners:

MG: Bob Shaw, Fastest time; Bill Evans, Best in Class

Austin-Healey: John Ulrich, Fastest time and Best in Class;

Triumph: Gerry Conant, Fastest time; Steve Witt, Best in Class;

Jaguar: Russ DeVoe, Fastest time, and Best in Class;

Non-British cars: Ian Newlin, Miata.

Saddest incident: John Ulrich's Bugeye had to be trailered home after a race-ending swerve on the grass. A tie rod end twisted into the steering arm and a lower kingpin attachment point is toast. Once he and Bob Shaw ascertained the problem, they said, it would be a JTB to fix. (Ask John what JTB means.)

Thanks to Russ for arranging excellent picnic lunches and cold soda and to Her Majesty's Royal Nebraska Patrol's "Calendar Girl," Sue Marshall,

for her time-keeping, reporting and trophying and thanks to Russ DeVoe for all his work to get this event set up.

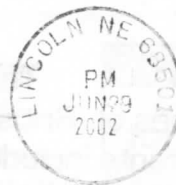
Let's do this event again!

The *Flatwater News* is published monthly. Members are welcome and encouraged to contribute columns, tech tips, event information or other news items. These may be edited for space, however.

E-mail news items or a change in your mailing address to the editor, Barbara Rixstine, at 1310 Idylwild Drive, Lincoln, NE, 68503 or rixstine@yahoo.com.

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

Flatwater Austin-Healey Club
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Follow my
trail to the
John C.
Fremont
Days
Car Show
July 13!

Jeff & Liz Lemon
4410 Serra Place
Lincoln, NE 68516