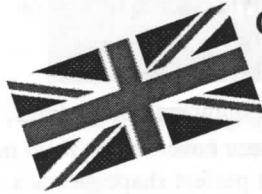


September 2002

Flatwater News

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



Cars/FAHC Members Needed!

FAHC All-British Show Sunday, Sept. 29

Plan to attend the 9th Annual Flatwater All-British Car and Cycle Show in Lincoln on the 29th, and help boost car attendance over the century mark.

No trophies are awarded, but there will be people's choice voting for "Best of Show" and "Diamond in the Rough," along with a judged competition for the biggest oil spot, and furthest distance driven to the show. Winners get donated prizes from Moss, Victoria British, and BP Northwest.

Registration begins at 10 a.m., and cars are welcome to show up and register until well into the

afternoon. **No registration fee,** (your dues at work) and the public is welcome. Portapotties, food, soda will all be available. PLEASE don't bring alcohol! We don't want to get kicked off our site.

Cars park "first in whenever out." No classes, no brands, no nothin'. If you want to park by someone, or you and a spouse both drive cars, we'll work it out. Most folks bring lawn chairs and maybe an umbrella for sun protection.

At about 3:00 we will give awards (see above), and start to clean up our mess and move cars. Most

(cont. on page 6)

Calendar

9-September

- 12 -- Ice cream at Baskin-Robbins, 70th and Pioneers
- 14 -- Breakfast at Mahoney State Park and Poker Run
- 27 -- Fish Fry, Nehawka
- 29 -- FAHC All-British, LPS lot, 58th and "O" Sts.

10-October

- 6 -- Breakfast and Loess Hill Run, more details next month!
- 10 -- Ice cream at Baskin-Robbins
- 12 -- Breakfast at Mahoney
- 25 -- Fish at Nehawka -- Halloween costume not necessary but fun!

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

What a beautiful Saturday morning this turned out to be! I got up early and took my coffee and Sue's dog for a walk.

Standing beside the winding two-lane that goes past our house, I could imagine driving with the top down, cool morning breeze in your hair, the hum of the exhaust, heading up over the Veteran's Bridge on another adventure.

Instead, I'm here in the basement pounding out another

column so our editor can get the newsletter out close to when she said she would. (Editor's note: Thanks, Prez! What a guy!)

Congratulations to Judy Cratty for having the newest British car in either FAHC or Her Majesty's Royal Patrol. She has a real pretty Mini and even let Bruce drive it home. Read more about the Mini in this issue.

Our Friday night meeting in Nehawka at the Windmill Inn was down in attendance a little bit. We only had 42 of the faithful show up. But the Triumph drivers were out in

force. I gotta start going outside more to ogle all those great cars. Just that somehow when I do, when I get back inside, my beverage glass is empty.

And speaking of Triumphs, poor Chrissy Conant can't drive a stick and her husband Gerry won't teach her. This is not right. We need to help. After all, what would happen if you're tooling down the road and happen to purchase another LBC? Who's going to drive it home?

(cont. on page 2)

(Presidential Garage, cont from page 1)

Ken and Vicky Grant, formerly of Fremont and formerly of Chariton, Iowa, are all moved in to their new home in KC and have invited us to come visit. That's all one needs is to have a hundred or so British car folks show up on your doorstep.

Ken thought we were kidding when we did that on vacation last year. There were only eight that time and Ken said he'd get even. That's okay, Ken. We're not even until we're one ahead.

And speaking (again) of Nehawka, Bill Evans brought photos to Fish of his trip to Abingdon, Illinois. Hard to believe so many LBCs of so many types in one place. When you see Bill, ask about the vintage races. It's unbelievable.

I can't find any more of my notes. The computer ate them, well, all but an e-mail of Jane Goldsmith's that has a list of jokes guaranteed to offend everyone.

Don't forget the Poker Run and our All-British show in Lincoln on the 29th. I think we're up to about 90 cars and would like to see us hit or maybe even go over the 100-mark.

Want to welcome new members Ron and Nicolette Bonnstetter from Lincoln; James and Janice Ruhge from South Bend; Vincent "Joe" and Linda Kueper from Papillion; and Keith and Jeanne Freeouf. I'd list all the cars they have but the editor would slap my hands for taking up too much space.

Well, I really do have to get the Bugeye running. I have until May before we are off to Carlisle, Pennsylvania for SpriteFest. Those of us who really do own an Austin-Healey are going to trailer them to my sister's house in Mary-land and then drive in to the show. More on this later.

Marvin

Cars & Parts 4 Sale

FOR SALE: 1969 TR6, one owner. for sale by Craig Manke. See John Ulrich's article, below.

FOR SALE: 1973 MGB, being restored, new windshield, new top, lots of parts. Need to sell. \$600. The owner is too ill to finish the restoration. Call or contact Charles Clowers in Omaha at clowers@cox.net.

FOR SALE: Chrome 60 spokes from MG. \$600 for the four. Contact Doug Buchanan, Renze Display Company at 800-627-9131, in Omaha at 402-342-1111, ext. 11, on his mobile at 402-578-6040 or via dbuchanan@renze.com.

FOR SALE: 1972 MGB-GT parts car only. Has no engine or transmission. Good glass, disc brakes, chrome and most other parts. \$250. Call Dennis Stone 402-397-2385 or e-mail him at djstone@glx.net.

FOR SALE: Tim Creger reports an "orphaned 1800 head" is available at Car Quest in Lincoln and is available for \$250 to get it out of the shop. Talk to Tim or call Larry at Car Quest, 402-476-3378 for details.

FOR SALE: Ken Grant is looking to sell his "A." Here's the particulars: 1960 MGA red roadster. Black leather interior. Great driving car. Call Ken at 816-746-8490 or 816-616-2884 or e-mail him at kenneth.grant@wellsfargo.com.

FOR SALE: Tim Creger has a 1970 Midget too far gone to restore and these parts for sale:

Parish hardtop, no outside gaskets, but available at Smoothline; Soft top frame, good shape;

Left and right doors, left door has no glass, both doors in good shape, regulators work well;

Seat frames, left and right seats;

Seat headrests, black vinyl in

good shape;

Windshield and frame, three rock chips and some fogging in glass;

Four Rostyle wheels, restorable shape, poor tires;

Front coil springs, rusty;

Rear split bumpers, minor dings;

Full tonneau cover, black vinyl in decent but not perfect shape, needs a couple of snaps and straps, zippers work well, has been cleaned up.

Padded top rail cover for after railing is retracted. Needs a couple of straps, vinyl is in good shape.

Original radio console, with radio/speaker, restorable shape.

Windshield washer fluid reservoir.

For a 1959 Bugeye:

SU HI carburetors with stock air cleaners and intake manifold.

WANTED: 13" to 14" steering wheel that will fit a Bugeye, can trade for original Bugeye wheel. Contact Tim at 402-466-3968 if you're interested in any of these parts.

FOR SALE: Midget tranny from 1973, \$100; driveshaft \$55; steering rack \$15; MG ribbed tranny with no shift lever \$100; windshield cloudy but not cracked and frame good \$20. Contact Gerald Tessin at jerlin22@cox.net.

A Rare Find

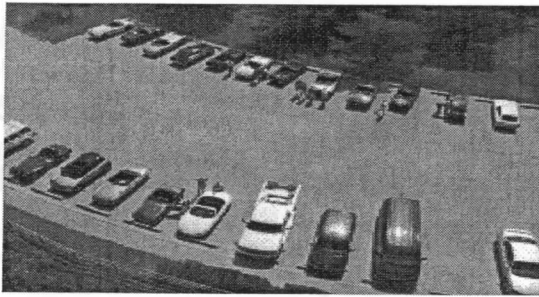
by John Ulrich

See that TR6 ad right at the top? Too often we've answered ads or calls only to find a car which is totally misrepresented. I think we might have a winner this time.

The car is a 1969 (first year of production) with full rostyle wheel covers, making it an early one.

(cont. on back page)

Jerry Needham



This aerial photograph was taken from the Platte River State Park tower on the August Poker Run.

Poker Run On For Sept. 14

Caravanning... British Style

by Jerry Needham

The cooler days of September are already upon us and another summer and top-down driving season passes in our rear view mirrors. Is it my imagination or does the convertible friendly season actually get shorter each year? Well, this one's not over yet and many more pleasant opportunities are waiting for us.

Road tours are always a favorite of our members, whether the outing includes a picnic or just a winding cruise through the Loess Hill country, as in planned in October.

Sometimes we make these trips alone, sometimes we travel in pairs, but often we prefer to join up as a caravan of ten, twelve or more vehicles for the journey. This latter method of touring together provides increased safety and camaraderie, but also allows us to share the enjoyment and freedom we experience by simply being out on the road driving our cars.

While it's tempting to jump into the car and head out, a little planning makes the experience more enjoyable. Here's a few tips that you might consider the next time you hit the road with either just another friend or as part of a caravan on a touring excursion.

- A small cooler chest with an icy soft drink or two is a no brainer

- A couple of common hand tools and electrical tape may help get you through the unexpected on-the-road hiccup.

- In the same vein, I like to carry an extra set of spark plugs, rotor, condenser and even spark plug

(cont. on page 7)

The editor made a mistake. Well, many actually, but the main one was listing a September poker run in our last newsletter.

She's embarrassed, but it may work out after all, according to our Poker Run boss Bob Shaw. But let's let Bob tell it:

"Enough people asked me that I decided we will run another poker run after breakfast in September. This will be a different route, and will run about 70 miles as compared to the 40-mile run in August.

The run will begin at Mahoney, travel to Memphis (not Elvis' home), to Twin Rivers State Park, Schramm State Park Aquarium, and finish in Platte River State Park. Speed will be the posted limit or the speed the slowest car can travel comfortably, whichever is slower.

Barring trouble, we should be finished in about 1.5 hours, but car trouble or lost drivers will result in a longer time of completion.

All drivers who have a cell phone should bring it so that they may contact me on the road. My cell number is: 402-450-0592.

We had 20 drivers in August. It would be nice to have more in September, but if there is just one other, I'm willing to run the thing.

By the way, Treasurer Ulrich tells me there is enough money to spring for breakfast at least one more time."

Editor's note: Bob Bredwell won the August run, earning a free breakfast, with a hand of three aces and a queen. Jim Danielson was very, very close with three aces and an eight.

Rockels thank Poker Run folks

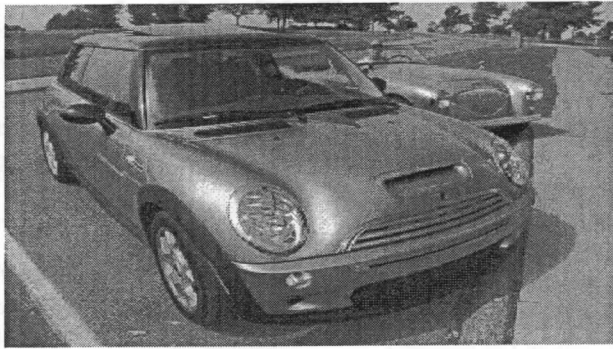
"Being new members, the Poker Run was our first road outing with the club. It's always tough when your car has problems along the way, especially on your first caravan. Thanks to all those who helped in brainstorming and diagnosing the fuel pump problem on our 1979 Midget.

Having been stalled on the road before (alone), it was really a treat to have so many helping hands. A special thanks to Marvin (Marshall) and Greg (Lemon), who drove us

around to finish the run; Fred and Marilyn (Meier) who drove us back to Lincoln and to John (Ulrich) who helped coordinate all of the above.

It's nice to have so many people around willing to lend a hand. Although we only had met a handful of members before Saturday, we now know a few more and have learned early one of the benefits of the Flatwater Club."

Gary and Vicki Rockel



Super Duper Cooper Now Crattys

by Judy Cratty

Excited, that was the word when we first heard the new Mini Cooper was coming to America. We needed a British car that had more than two seats so our granddaughter, Lisa, could enjoy motoring with us to events in our own British car.

Bruce and I flew to the Detroit Auto Show in January 2001 to get a look at the new Mini Cooper. We took lots of pictures of the Mini and other cars and then flew back home that night.



They didn't have the supercharged Mini Cooper at the show, but I decided then that I had to have one.

We didn't see another Mini until we went to the NASCAR race in Atlanta in November. That Mini perched on top of a Ford Explorer. More pictures, of course!

After we returned home, Bruce and I decided we'd better get our deposit in, so we could be put on the waiting list. Accordingly, a \$500 deposit went to the Baron BMW dealer in Kansas City.

After browsing the Internet on Miniusa.com, we decided what we wanted on the Mini: what color, what options?

A British flag on top is cute, but we are race fans, so a checkered flag on top? No, I decided, I wanted a sun roof, so no flags.

Bruce dialed the dealer several times, trying to get an expected delivery date. They thought maybe November. I was really disappointed as I did not want to drive my new Mini home from Kansas City in the winter, with a chance of bad weather. What to do?!?!

In June, after a few Minis came in to the dealer, we decided that testing them there in KC would be a good idea. We decided on June 15 as our test drive day.

After taking out both the Mini Cooper and the Mini Cooper S, we decided on the S. We placed our order that day and were told that in August it should be in. Hurray!!!

The dealer said he would email us the production # and on July 3, we got it. Bruce checked on the status on August 2. My Mini was already at the Distribution Center on the dock in the USA!

On August 5, Bruce checked again and it was at the KC dealer's! We called and were able to pick up our new Mini on August 7.

Mini Cooper offers high style and driving fun at a reasonable price

The following is an excerpt from a column by "Kansas City Star" contributing editor Tom Strongman about the new Mini Cooper. Coincidentally, it appeared in the "Kansas City Star" on Saturday, August 31, while we were at the car show.



All photos Jerry Needham

The original 1960s Mini Cooper used to be nicknamed the Flying Shoebox. That same moniker could be fitting for the 2002 Mini Cooper, especially the super-charged Mini Cooper S.

The modern-day Mini Cooper, a product of BMW and built in England, is a remarkable little car in so many ways. ... Rarely has high style been so affordable, or so fun to drive.

The Mini maneuvers like a go-kart, stops faster than you can say "What speed limit?" and takes corners like it is held to the road with magnetic wheels.

For pure driving fun, there isn't much to compare, especially considering the price. The downside is that only 20,000 will be imported this year so waiting lists are common.

Today's Mini captures the essence of the original with uncanny faithfulness, yet it's not a caricature. It is thoroughly modern, with front, side and head-protection airbags, and usable, though small, back seat. It is roughly 20 percent larger than the original.

Compared to other vehicles on the road today, it looks tiny. A transverse engine drives the front wheels, but the body is wider, taller and longer.

The list of optional equipment reads like that of an expensive car: four-wheel disc brakes, automatic air conditioning, dynamic stability control, anti-lock brakes and AM/FM CD stereo and dual sunroof.

BMW acquired the Mini brand when it bought the Rover group in 1994. The new Mini was designed and engineered by BMW and will be sold through separate facilities at select BMW dealers.

The original Mini was born in 1959 as the Morris Mini-Minor. More than 5.3 million were sold worldwide until production ceased in 2000. The first Mini Cooper, in 1961, was a hot-rodded Mini engineered by race car constructor John Cooper.

The 2002 Mini Cooper has a 1.6-liter, four-cylinder engine, jointly developed by BMW and DaimlerChrysler.

Despite 115 horsepower, performance is reasonably vigorous because the car's curb weight is 2,524 pounds. It scoots to 60 miles per hour in 8.5 seconds and has a top track speed of 124 mph. Transmission choices include a five-speed manual transmission (six-speed in the Cooper S) and a CVT continuously variable automatic transmission that can be shifted manually.

Lucas Jokes

What would a British car newsletter be without a few knocks at the Lucas electrical folks. These are courtesy of Bob Shaw:

So the guy peeks into a Land Rover and asks the owner, "How can you tell one switch from another at night, since they all look the same?" He replies, "It doesn't matter which one you use, nothing happens."

Quality Assurance called Engineering and said they were having trouble with his design shorting out, so he made the wires longer.

It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. It's just they that he met too much resistance.

The three-position Lucas switch: Dim, Flicker and Off. The other three switch settings: smoke, smolder and burn.

Lucas systems actually use AC current; it just has a random frequency, that's all.

Recommended procedure before taking on a repair of Lucas equipment: Check the position of the stars, kill a chicken and walk three times sunwise around your car while chanting, "Oh mighty Prince of Darkness, protect your unworthy servant."

FAHC Takes Home Four from All-British

We came, we exhibited, we took home trophies.

Although 'twasn't the All-British show of old, this year's Kansas City event was its usual interesting mix of cars and people.

Congrats go to the following:

John Ulrich, 1st place, MGB-GT;

Ken Grant, 2nd place, MGA;

Brian Goldsmith, 3rd place, MGA; 1500

Dan Forehead, 4th place, MGA, 1600

John Ulrich, Bev Bohlke, Jim Danielson and I teamed together to travel down there but several FAHC members made it to the show. Seen in KC were Ron Bonnstetter, Dan and Laura Forehead, Brian Goldsmith, Greg Lemon, Jeff Lemon, Ken and Vicky Grant, Joe and Susie Johnson and Gary and Vicki Rockel.

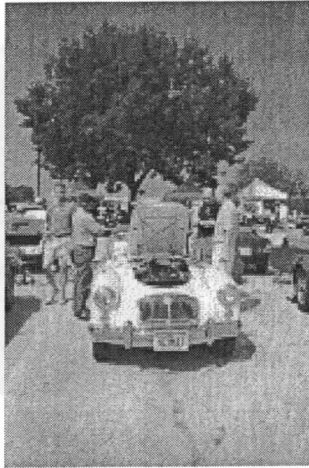
The ride up and back was beautiful -- great weather, cars didn't break, a little shopping at the mall. I thought it was a great way to end a great honeymoon. And we didn't buy a car this time, either.

When asked, the event manager didn't know the number of registered cars, or I'd supply a count.

Plans for next year have not yet been announced but a feedback web page will be available around October 1 for those who want to offer comment on this year's show. Let's hope it's back at the Marriott or a comparable venue.

Barbara

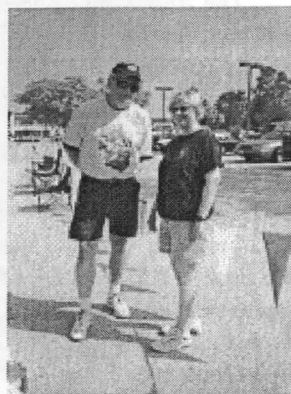
All photos: Barbara Rixstine



Jim Danielson and Brian Goldsmith talk over Brian's MGA.



Lots of Bugeyes lined up at the event.



Bev Bohlke and Wayne Peterson of the Topeka car club take a break from car-cleaning.

activity is over by 4:00.

We have at least 165 LBCs in the Flatwater Club, and 96 memberships, most of which consist of a "Car nut and a spouse." We have drawn 70 to 75 cars over the years, but we really want to break 100 this year. We have the bodies, we have the cars, we have the time, we have the place. Let's do it!

Call It A Meet

by John Ulrich, Membership chair

Here's hoping you just finished the main story on our September 29 Show/Meet. I like "Meet," not "Show," because that's exactly what I mean. The club has grown so much over the past year, that there are members I've never met, with cars I've never seen.

I want to be clear. This is not a auto beauty contest! No one should even think of staying home because they think their car isn't "show quality." Don't wait until your car is perfect to show up. Bring it, ask questions and keep your eyes open. We're all experts, you know.

In particular, this is not an event just for "club regulars!" We already know each other. It is a great opportunity to meet more club members than any other single event.

When I work on the membership list, I'm amazed by the range of our members by age, occupation and shall we say (ahem) check-books. But you know, it just doesn't matter. We are united in our love of the British Automobile, its preservation, and the joys of driving a piece of history.

Call it a challenge, call it a line in the sand, call it a "double dog dare," call it "54-40 or fight," but I want the greatest turnout ever this year. You see, I'd love to meet you.

The FAHC Annual Show-- How It Began

By Jim Danielson

In 1985 I bought a Sprite in a box or actually several boxes. By 1993 the boxes had been moved several times but little progress had been made on the restoration and I had nobody to commiserate with about the lack of progress.

I decided I needed to get to know other British car owners. Perhaps they were suffering a similar fate.

So in the fall of 1993 I decided the best way to get to know people was to attend a car show. Not being aware of any British car shows, I decided to hold my own.

Barbara and I made and distributed flyers to gas stations, bars, grocery stores, repair shops like Road and Track and Economy and Performance. We would drive around

(caravanning, cont. from page 3)

wires to save me from the most common road mishaps. And you'd be surprised at how many parts are interchangeable as we once rescued a Lotus Europa on Kansas Rt 7 along the Missouri River with a Bugeye rotor.

- Agreed-to meeting spots and arrival times. Be there early to avoid being the one holding everyone else up and the way we work it, departure will happen at the appointed hour.

- Gas up before starting and plan rest, gas and food stops along the way. Unless it's a Poker Run or road rally type of event, everyone should know the planned route and stops along the way.

- And one last, but really important point when caravanning is keeping an eye on your buddy following in the car behind. Stop immediately if you see the car behind

town and stuck them on every British car we saw. We placed ads in the Lincoln and Omaha paper for a couple of weeks before the show and waited to see what happened.

On show day I drove my 1972 Porsche 914 to the parking lot in front of the University Place swimming pool on north 48th street in Lincoln and waited. I went an hour early not wanting to miss anyone and not knowing that British car folk are seldom early.

Finally, a full 15 minutes after the starting time, the first car arrived. I was thrilled. By the end of the day over 30 cars were parked there and even non-British car owners stopped to look.

Included in that group was a curious Steve Witt, now owner of a very fine nationally rated Spitfire and good friend. If you were there that day, please remind me, I have the list somewhere.

you make a wrong turn or stop. Signal the leader, but stop and stay.

That's also one of the better reasons to keep everyone at the same speed as the slowest car; it's easier to stop and help than if several cars are spaced out over several miles.

A much better solution is to keep track of caravanners via two CB radios or one of the new, inexpensive, family service radios (FSRs) on hand. Use one in the lead car and one in the trailing car.

This helps keep the rest of the pack informed of traffic light delays, the really rare malfunction of a British car, or perhaps the decision of someone to suddenly drop out of the group due to unavoidable antique shop stop attack, or an overwhelming potty, rest or food break.

Just think ahead and do a little upfront planning. It'll make the experience will be much more enjoyable for everyone involved.

Enough people said they had a good time that the next year I did it again. Even more cars showed up at the second event and from that we formed a group of Sprite owners into a club called Spritelights.

All five of the original members - myself, Jim Dresser, Jerry Needham, Joe Stork and John Ulrich — still belong to what is now the Flatwater Austin-Healey Club. (Ask me sometime about the serendipitous way I met John Ulrich.)

Since Year Three the show has been held at the Lincoln Public Schools' district offices on "O" St.

Only once has there been bad weather -- the year I wasn't there. The show now draws 60 to 80 cars. It is still free. It is still low-key. It is still fun.

As for my original Sprite in boxes, today I am moving the boxes one more time.

Loess Hills Run Set for Oct. 6

Brian and Jane Goldsmith are working on the plans for a trip through the Loess Hills of Iowa for Sunday, October 6. Let's hear it from Jane:

"We'll drive about 55 miles north from Council Bluffs on Highway 183 to Preparation Canyon near Moorhead, Iowa, have a picnic, and return to Council Bluffs on the Orchard Loop and Beebeetown Road.

Also, we'll stop at Small's Apple Orchard on the way up. The drive up to the lookout includes about three miles of gravel and also some gravel back into the picnic area."

Departure is about 10:30 a.m. from the Pink Poodle in Crescent, Iowa and planned return is at about 4 p.m. Jane will have maps for everyone. More details in next newsletter.

(TR6, cont. from page 2)

It was said to be better than 90% original and nothing Keith Freeouf and I saw would make us doubt it.

It's midnight blue with a black interior and has a factory steel hard-top done correctly in the same color as the body. The dash, gauges and interior are complete and correct, although the steering wheel is a mystery. It's a Triumph wheel, but neither Keith or I had ever seen one like it on a "6." No overdrive.

The car seems to be about 95% or better rust-free. A couple of spots on a floor board, and maybe a bump or three on the front edges of the front fenders. Not wanting to risk West Nile and due to darkness, we didn't crawl under the beast. For those who know it, this one is

cosmetically every bit as good as my TR6.

The downside? Due to a gas tank leak, the system was drained of petrol. Leak was found and fixed. Non-drivable at the initial inspection, it will be up and running for test drives this weekend.

The rear of the car was painted body color, not flat black as it should have been, but there was no evidence of body repair. It needs weather stripping around the doors.

Asking price is \$8,000. If everything drives out well, this is very realistic. The car has the shipping documents from when the owner's father brought it "across the pond." Very cool and suitable for framing.

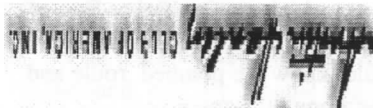
Contact Craig Manke at 489-2485 or craig_manke@yahoo.com.

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 Barbara Rixstine, at 1310 Idylwild Dr., Lincoln, 68503 or fahcmailbag@yahoo.com by the 25th of each month. Items can be pasted into e-mail or 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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