



# Flatwater News

A publication by and for the members of the Flatwater Austin-Healey Club of Nebraska  
Find us on the web at: [www.flatwater.org](http://www.flatwater.org)

## Calendar:

**Oct. 6:** Gearjammers: it's on the first Wednesday of the month 6:30 or so.  
Hwy 6 and 63 West of Ashland.

**Oct. 9:** Breakfast at Mahoney State Park, 9:00 or 9:30

**Oct. 17:** Loess Hills Runs (see story this page)

**Oct. 19:** Cozmos 84<sup>th</sup> and Center in Omaha: the third Tuesday of the month. 7 p.m.

**Oct. 29:** Fish at The Windmill in Newhawka. It's on the last Friday of the month sometime around 6:30 or so (see story this issue.)

**Remember:** Due to conflicts with the holiday season no scheduled club fish at the Windmill in Newhawka for **November** or **December**.

## Flatwater All British Car Show A Big Success

Contributed by Marvin Marshall

The last weekend in September once again greeted us with some excellent weather for showing our cars and socializing at the All British Car and Cycle meet. About 75 cars showed up for the September 26th show in Lincoln. Rumor has it we signed up seven new members and raised \$250.00 for ALS, and heard Mike Barnes on the Bagpipes (photo page 2).



*As always a wide selection of British Iron on display at the meet*

## LOESS HILLS RUN by Greg Lemon

Usually the last top down driving event of the year, the Loess Hills run has become an annual event for the club and will once again be held in the month of October. Joe Guinan has agreed to do initial coordination of the event, although he won't be able to participate due to travel conflicts. I would call that above and beyond the call, thanks Joe.

Per Joe "I'll get the route planned and send a map to Marvin. Someone else can easily coordinate on the day of the event if I have to be gone. We are still looking at the 17th of October, and will start by meeting at about 11:00 a.m. at the parking lot of "OJ's" (Mexican Restaurant on the west side of the Mormon Bridge - right off of 1-680.)

The run usually involves a trip to an apple orchard and, of course, lovely fall foliage in the Loess Hills of Eastern Iowa.

## Cars & Parts 4 Sale/2 Buy

**\*\*\*For Sale:** 1976 MGB Convertible, like new, totally rebuilt, new paint, 2 sets of rims, white w/black top. Moved here from Nevada, no salt. \$5,800 Call Dick Knapp at 884-4761

**Wanted:** MGB Roadster (years 1968-1974). Recently restored, or solid, good-runner vehicle (i.e., one I can drive home). After sitting in an Midget, I realized it was a bit small for my girth. Contact Phil at 402-571-7578 or by email at [ptbrauer@cox.net](mailto:ptbrauer@cox.net)

**For Sale:** Fiberglass panels for Austin Healey 3000 Series. NEW, Contact Steve Stevens at 402-291-3917

**For Sale:** Various British parts Triumph and more, see Flatwater Website Message Board for details, Greg Lemon 402-421-1623

**► For Sale:** 1974 Jensen Healey. Black with black top, tan interior. 4 speed w/ 51,000 miles and too much new to list. Looks and runs great, \$4,500 obo. (402) 327-0282 Or see the club for sale board for more details.

*Newsletter policy is that members get a free ad for three months; non-members once. Send ads by the 25<sup>th</sup> of each month to newsletter address  
\*\*\* means last month for the ad ► means ad is new. .*

### New Members

The Flatwater Austin Healey Club welcomes the following new member:

**William Ohlmeyer Jr.**, William owns a 1974 MGB and lives in David City, Nebraska. Be sure and give him a warm welcome when you see him at club events.

### MIG Welder Story Wanted by Greg Lemon

Ok, there is a little self-interest here. I just bought one of those 110 volt wire feed welders that you can get for pretty reasonable prices the days. The only book I could find was talking way too much about ohms and amps. I know a lot of other club members have one or are thinking about this. Anybody gone this route want to share some tips with the rest of us? Contact me if you can help.



*Mike Barnes on the 'pipes at the Lincoln Show*

## Letters From the Editor

by Greg Lemon

September was a heady month for the Flatwater Club with many members participating in many events all over the region, culminating in the big show in Lincoln on the 26th of September, where we had fabulous weather and a good turnout.

We probably have a few more weeks of decent driving weather then we will have to step up the social calendar and start those winter repairs and restorations.

In this issue we have stories from the Ponca Hills Run; tips on buying parts overseas; and really impressive results from the Kansas City all British Meet.

In addition to the impressive showing by our cars in KC we also have another impressive achievement by one of our members. Bill Redinger was recognized with a national award for his decades of contributions to the world of Triumph owners and enthusiasts. Congratulations Bill, well deserved recognition for your efforts over the years.

Speaking of the Kansas City All British Show, while I was there I noticed a hard cover copy of "The Red Car" by Don Stanford. I didn't get the book there but picked one up on E-bay a few days later for literally a couple of bucks (paperback) and re-read it the other day. The first time I read it I was not even driving yet.

"The Red Car" is the story of how a young guy acquires and fixes up an MG TC. Mr. Stanford did some sports car racing according to the "about the author" section inside the cover. He does a good job of getting his car facts right. Predictable early sixties teenager literature, but nevertheless I was grinning throughout the book, it made me think of the days when the thought of having any car, and particularly a British Sports Car, made my heart beat faster.

The ongoing series "How Many Were There" continues this month with MG. Next month we will do Austin Healey and go from there to Jaguar and wind up with one or two months of the lower volume specialist stuff like Morgan and TVR.

As always contributions are welcome, if you have an idea for a story, or have already written a story drop me a line.

## **FAHC Member Bill Redinger Wins the Terry Quinn Award**

**The following notice of Bil's award was sent to members of the Vintage Triumph register and contributed to the newsletter by Bob Shaw.**

*The Vintage Triumph Register 2004 Convention Committee is honored to announce that Richard Sharp of Rimmer Brothers has established a one-time award to be presented at this year's convention, July 14-17 in Richmond Virginia. The award is in memory of Terry Quinn, a long-time member of the Richmond Triumph Register who died earlier this year, and will be presented to the individual that Mr. Sharp believes to best represent the spirit of Triumph ownership. Terry's triumphant spirit was legendary, and he truly epitomized all the best qualities of a club member.*

*This award is intended to recognize long-term devotion to the marque and will be determined by length of membership in VTR, convention attendance, and the daily use of a Triumph. Other criteria include a high degree of visibility on the local, regional, and national levels including offices held, technical expertise and the willingness to share that with others, thoughtfully executed upgrades to his/her automobile, and the giving of oneself to help other owners.*

*Nominations for the award were solicited, and nominees were to be interviewed by Mr. Sharp at the Convention, with the winner being announced at the Awards Banquet.*

*Anne Redinger, Bills wife, thought Bill to be worthy of consideration for such an award. To that end she wrote the following letter of nomination.*

I feel compelled to nominate William Redinger for the Terry Quinn award. I have shared him for 38 years with his love for Triumphs. Our first date was in his TR3. My father was not concerned because what could happen in such a small car????!! He has owned, driven, rallied, and restored (and continues restoring today) his TR2 & 3s since 1966. And I married him in spite of all this in 1970. He also is a member of Triumph Sports Owner Association since 1966.

(Redinger, Continued)

He attempted many times in the '60's and 70's to form a VTR. Finally in 1974 he was a founding father of the Vintage Triumph Register. He was the Meet Chairman for the first 3 National Meets. Those were the years that 20 Triumphs would show up and we all knew each other. We are still friends with many of those early members. At this time he was an Automotive Engineer for the Ford Motor Co. in Dearborn, Michigan. He has attended ALL the meets except one (Pocono, PA). That was my fault-I was sick at that time and he was building our home. He has driven a TR to at least half of those meets.

Bill was the Original Spares Chairman and the Technical Consultant for VTR. He found parts for members when parts were not available. He also helped several parts suppliers develop businesses. The Spares Chairman post was eliminated in the 1990's after parts supplies became plentiful. The technical side was converted to Vehicle Consultant for each model. He has been Vehicle Consultant for the TR2, 3, 3A, and 3B since 1974, handling technical, historical and current issues. He is founder and director of the Nebraska Triumph Drivers, NTD, since 1978. NTD is a regional Triumph Club.

He has been seriously sick twice this year but it has not deterred his love of Triumphs and my love for him. After 34 years I am still competing with those Triumphs. But that is OK. VTR has brought us many wonderful memories of cars, friends and great motoring.

Thank you,

Anne Redinger

*Anne was successful in her nomination for the Terry Quinn, as Bill Redinger was named recipient of the award at the National Triumph Driver's Convention.*

*Bill has also been a member of Flatwater for the past several years. We know him for his black TR 2, his technical ability, and of course as the husband of Anne. Congratulations Bill. This was quite an achievement.*

## PONCA HILLS RUN RAINY AND ADVENTUROUS

by Jane Stone

Even a little rain doesn't frighten dedicated British car enthusiasts. The Ponca Hills Run, Dennis and I led on September 21 was attended by six hardy enthusiasts. Unfortunately, the drive had to take place on a very rainy evening, following a day when Omaha received over two inches of rain. Brian and Jane Goldsmith and Bill and Bill Overman (father and son) joined Dennis and I on the drive to the Boyer Chute National Wildlife Refuge north of Omaha. The Boyer Chute is located just east of Ft. Calhoun, NE on the Missouri river. For the first time, Omaha motorists can drive to the scenic and historic town of Ft. Calhoun and return to Omaha on a different roadway. This newly paved roadway travels through the wildlife refuge and winds around until it connects up with Pershing Drive in northeast Douglas County.

The evening afforded us the opportunity to view a great deal of wildlife. Brian Goldsmith claims to have seen a bobcat, but we missed it. As lead car, we were too busy dodging the dozen deer that were popping onto the roadway in front of us.

We made a brief stop at the Chute opening and walked down to the river in a drizzling rain, and then began our drive out of the refuge toward northeast Omaha. A very black darkness came early on this wet evening, and Brian described it best "as a very dark and eerie road with all those trees hanging over us." Lucas electrics are just not up to it.

We all arrived back safely though at Zesto's for ice cream to find it had closed early due to the weather. In spite of everything, all participants said they had a good time, but Dennis and I think they were just glad to see lights and civilization. Maybe we will do this drive again in daylight and with better weather.

## WEBSITE TO WATCH by Greg Lemon

In these days where the top teams in Formula One are spending over \$100 million a year it is refreshing to read about a small group of talented and dedicated blokes who built a car on a shoestring and got it entered in the big circus. What makes it even better is that it was not in the immediate post-war era when there was still an air of gentleman's sport instead of commercial enterprise in Formula One

Ever heard of the Connew Formula One team?. Unless you are total "F1head" or have a fantastic memory I bet you haven't. In 1972 they built a car and ran a race in the world championship of makes.

The story is kind of long and detailed, but I found it very entertaining when I read it the first time many years ago, and enjoyed re-reading it as I prepared the newsletter.

If you are a race fan of any sort who enjoys rooting for the underdog I think you will enjoy the story.

To read the Connew story go to <http://www.flprophecy.com/> . From there you will need to click on the link to "columns" on the left and scroll down to "The Connew Story".

## How Many Were There? This Month MG

| <u>Model</u>      | <u>Years</u> | <u>Total Built</u> |
|-------------------|--------------|--------------------|
| TC                | 1945-49      | 10,000             |
| TD                | 1949-53      | 29,664             |
| TF1250            | 1953-54      | 6,400              |
| TF1500            | 1954-55      | 3,400              |
| MGA 1500          | 1955-59      | 58,750             |
| MGA 1600          | 1959-61      | 31,501             |
| MGA 1600 MK II    | 1961-62      | 8,719              |
| MGA Twin Cam      | 1958-60      | 2,111              |
| MGB (chrome bmpr) | 1962-74      | 258,308            |
| MGB GT (chrome b) | 1965-74      | 98,237             |
| MGB (rubber bmpr) | 1974-80      | 128,653            |
| MGB GT (rubber b) | 1974-80      | 27,045             |
| MG Midget Mk I    | 1961-64      | 25,681             |
| MG Midget Mk II   | 1964-66      | 26,601             |
| MG Midget Mk III  | 1966-74      | 100,246            |
| MG Midget 1500    | 1974-79      | 73,899             |
| MGC               | 1967-69      | 4542               |
| MGC GT            | 1967-69      | 4457               |

## Buying Parts "Over There"

by Jeff Lemon

Psst, buddy, hey you, with the funny little car over there, have I got a deal for you. You know how seafood is cheaper near the ocean, and oranges are cheap next to the groves, well British car parts are cheaper (usually) in England.

How do I know this ? Well, I've been buying British car parts for over 30 years, and buying them from across the pond for about 9 years now. The first time I bought parts from Mini Sport Ltd, in England, there were no online catalogs, no secure connections for credit cards, most suppliers didn't even have websites.

I emailed or faxed a list of needs for a Spridget engine rebuild to several suppliers I had picked out of British car magazines, and waited for replies. Mini Sport seemed like they had good prices and were the most cordial, so they got my business. After several faxes back and forth, they faxed an invoice to me, I signed it, added my credit card number, sent it back, sat back and waited for a whopping 10 days for my order to arrive, heck, some stateside suppliers take longer. I did have to go to the Post Office and pay \$14 customs, but this has never happened since. I saved literally HUNDREDS of dollars compared to stateside suppliers, even after shipping was figured in.

Needless to say, you don't want to do this to order your oil filters and spark plugs, but if you are embarking on a large project, and can consolidate your orders, you should at least explore this option.

First, make sure you use a reputable supplier. Go to a Barnes and Noble, find a British car magazine that has the price listed in pounds sterling on the front, like "Triumph (MG)(Mini) World" or "Classic and Thouroughbred". Hit the Net, check the clubs in England, they can help you out. Do they ship overseas ? Shop around, just like you would if you were buying anything here. Compare prices, and don't forget VAT. VAT is Value Added Tax, their national sales tax. Some place quote prices with, without, or both. You are interested in the price WITHOUT VAT. Some sites, like Rimmer Bros, even allow you to shop in US dollars. If you are looking at a price list using Pound Sterling, make sure you check your daily financial news, and see what the exchange rate is. Right now exchange rates are

(parts, cont.)

not as favorable as they were a few years ago, but there are still bargains to be had. Multiply the price x the exchange rate, and you have your purchase price, plus, of course, shipping.

Oh my God, I have to get the parts here from England, It's going to cost a fortune! Well, not really, I had all the parts needed to convert my TR7 engine to euro-spec internals shipped over for about \$60. Moss would have cost about \$25, a difference of \$35. I saved over \$150 dollars on the order, bottom line. A few months later, I ordered another few hundred dollars (tonneau cover alone was over \$100 less) from Rimmer Bros, and paid .....NOTHING for shipping (Christmas Sale) They do this a few time a year with a large enough order, but do exclude heavy, bulky items. Sometimes, if they get enough orders, they will even ship the big stuff in a container, on a ship, long wait I hear, but cheap. The parts to rebuild my Spridget engine cost about \$110 to ship. Heavy and especially bulky parts will be costly to ship, so you would have to save a great deal on a fender or set of wheels to make it worth while. Get a shipping quote before you finalize your order.

What if you have a problem? I've only had one, the wrong pistons were sent, and I had to pay for shipping the parts back, but they shipped the correct ones back over free. I still came out way ahead. I paid \$88 for a set of OEM pistons, about \$150 cheaper than the best price I could find in the US. One other issue is backorders. The British don't seem to have quite the sense of urgency as the better suppliers here do. So make sure the part is in stock. If it's not, find out what their policies are for shipping partial orders, and how those shipping charges are handled.

Do comparison shop British and US suppliers. For instance, "A" and "B" series engines in England are like small block Chevies here, parts are cheap. That rare bit of trim for an AH100-4 may be almost identical in price here or there, perhaps it's being reproduced here, Central America, or in Asia, and shipped to England.

Even if you decide not to buy, the research is a blast, 16" wheels for a TR7? Handling kits for your MGB? You never know what you are going to find!

I'm not telling you to abandon your favorite stateside parts house, but if you can save a few bucks, you can buy even *more* car parts, and isn't that what it's all about?

## Flatwater Austin-Healey Club of Nebraska

*A chapter of the Austin-Healey Club of America*

3030 Williamsburg Drive

Lincoln, NE 68509

The *Flatwater News* is published monthly. Members are welcome and encouraged to contribute news and/or technical stories, but the editor reserves the right to edit all copy for content and length. Please send as electronic files on Microsoft Word, if possible.

Previous issues are available on the club website at [www.flatwater.org](http://www.flatwater.org)

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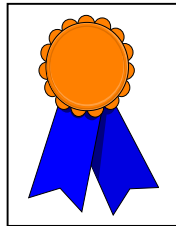
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## Flatwater Members Shine at Kansas City All British by Greg Lemon



As has pretty much become SOP for the Flatwater crew, members acquitted themselves well at the Kansas City All-British Car Show September 5th. For the first time in a number of years it was not "way too wet" or "way too hot" although it certainly was a little balmy in the sun.

However, the trip back was another matter. Your intrepid editor once again discovered that the "weather fittings" of a 1954 Austin Healey allow the owner to: 1. Get very wet while affixing said equipment in a sudden downpour; 2. Get very wet in different places while driving with the equipment in place; and 3. Discover what is hotter than big Healey going down the Road on a hot summer day, a big Healey with top and side curtains up, on a ...etc. Enough on my travails, the winners below:

1st Place MGB/C Roadster (62-74) Leo Thietje  
1st Place MGB (1974.5-80) Jerry Trainer  
1st Place GT6 & Spitfire Bob Weddington  
1st Place Midget & Box Sprites Crystal Wubbles  
1st Place Photo Contest Terry Davis  
2nd Place Jag 88 Present Ben Anderson  
2nd Place TR2/3 Terry Davis  
2nd Place MGB/C Roadster (62-74) Bill Evans  
2nd Place MGA 1600, Mk II & Twin Cam Brian Goldsmith  
3rd Place MGA 1600, Mk II & Twin Cam Ken Grant  
3rd Place MGB/C GT John Ulrich

Darn you guys (and gals) are good!

Honorable mention to Brent Kasl of Lincoln for 3rd place in British Saloons with his Sunbeam Imp. Brent is not in the club (last I checked) but should be!