



Flatwater News

February
2007

*A publication by and for the members of the
Flatwater Austin-Healey Club of Nebraska and Western Iowa*

February 2007 Calendar:

Feb 8: Thursday Jackson's
Pub, Gretna,
Hwy 6/31 6:30 p.m. or so

Feb 10: Saturday Breakfast
at Mahoney State Park,
9 a.m. or so

Feb: 11: Sunday
Officer meeting 1p.m. and
event planer 2 p.m.
Eisely Public Library
15th and Superior, Lincoln.
All members encouraged
to attend.

Feb 23: Friday
Fish at Nehawka?
The same location is now
the **Pour House** and is under
new management.
Other sites are also
under consideration. Watch
for a final selection
announcement

MEMBERS ONLY

Every member has a reason
they own a British car.
This month Phil Brauer
tells his story. And the
Nelsons have a family
project. (Page 3)

Send in your
pictures, stories and
newsletter ideas to:

Editorjoe@msn.com

Or call
402/582-3132

WINTER IS HERE - SPRING CAN'T BE FAR BEHIND



The New Year Kickoff

The new-year was inaugurated by 95 FAHC members attending the annual party hosted at Caniglia's Venice Inn in Omaha. The party had the highest attendance of any FHAC event ever. Out going President Jim Danielson thanked his officers and the members for all their past support and closed out the old year with the announcement of the 06 participant point winners. Top honors for Enthusiast Points went to Rich Brunke and Lee Pederson led in the Rookie category. (See pg. 5 for point standings). Joe Guinan gave a report on the driving events. Top points for the 06 season went to Terry Davis followed by Gerry Conant and third place Brian Goldsmith. (Details next month) New President Greg Lemon thanked Jim and the officers for their work and expressed great optimism for the club's future. He invited all to attend the annual event planer on Sunday 11 February at 2 p.m. to help fill the year's calendar with a variety fun events. Enjoy your membership – plan to attend.

DANGER ALERT – MUST READ

New oil formulas can destroy your engines. Our Classic British cars could suffer the fate of dinosaurs if we don't act now. Greg Lemon discussed these changes in the December News letter. See page 4 for the latest information.

CLASSIFIED ADS

All FAHC members may run a British-car related ad for three months; non-members may only run an ad one month.



FOR SALE

1980 MGB asking \$3,900

50K miles, Overdrive

Owner Joe Bryant, Plattsmouth

402-296-3957

Club members viewed and drove this car recently. This is a nice car. Contact Joe Kueper for details if interested.

AUCTION 1980 MGB LIMITED EDITION

This classic has been restored by FHAC members Steve and Julie Reiter for the Gold Rush fund raiser auction to be held at Acquinas High School in David City NE on Saturday March 31

The MGB sports a new black paint job with autumn leaf interior. All systems have been gone through so this should be a solid car. Call Steve for details. (402) 562-1275 or 538-4435

The event starts at 7 pm. with a dinner and many other items for both a silent and live auction. Admission is \$35. Call Deb Svec at 402-367-3175 for tickets.

This is a good opportunity to buy an MGB and maybe get a charitable tax deduction too.

Presidential Ponderings

Thanks to all for the wonderful turnout we had at the Holiday party. As far as I could tell a good time was had by all. Special thanks to Brian and Jane Goldsmith for doing the lion's share of the work in planning the event.

I am looking forward to the event planning meeting on the 11th, as some of you know we are facing additional challenges in organizing events because of some changes to the national club's policy on their insurance coverage. However, we are working on a plan to continue to get a good balance of risk avoidance without much change to the relatively unencumbered way we have organized and conducted events in the past.

Like some of you I have spoken to recently the car is apart (motor) and I have best intentions of having it ready for driving season, but exactly when is hard to say right now. One thing I have talked to with others in the club about, and hope that we can encourage more of, is the sharing of the really excellent collective expertise and resources of the club, get members together and create the synergy, gumption and brute force needed to complete projects large and small that might not get done otherwise.

Bring your ideas to the planning meeting and maybe we can make that and a lot of other good things happen. Greg Lemon, FAHC President

PITSTOP

Newsletter Editor, Joe Kueper

I love this time of year. Lest you think I'm crazy consider this. The days are getting longer so top down days are getting closer. Isn't that great? I'm enjoying my winter car projects without the regret of sacrificing driving time. There is nothing like being up to your elbows in grease while rebuilding a transmission and fantasizing on how smooth it will shift and pull you through the orange cones in the May Fathers Day races. Imagine all this fun while the cold wind howls and the snows of February pile up outside the garage door.

O.K., so wrenching in a cold or even heated garage is not your thing. How about sitting in your favorite chair with a nice beverage in one hand while thumbing through the latest LBC magazine in search of up coming events. It's a great time to start planning for the ones you will attend so you get the most out of them. Last year we had choices with multiple events occurring at the same time and this year should be the same.

I'm already conflicted and have decided to attend the Glenwood Rallye June 8-10 in Colorado instead of the Kansas City show. Linda and I got a good taste of riding the Rockies last fall at the Colorado Conclave. In a word, "AWESOME". This annual Rallye has a great reputation. It will be a first for me. Any takers? What are your plans? How about sharing them? If you can't make it to our annual planner on Sunday 11 February, call me or contact another club officer to send in your plans or ideas for this years events.

Keep sending in your articles and ideas because this is your Club and the newsletter is about you and what you do. See **MEMBERS ONLY** (page 3). Read and enjoy. I'm heading back to the garage.

The LBC Disease

by Philip Brauer

One thing I enjoy is hearing about, is how club members got hooked on LBCs and what attracts them to these cars. Some say their first car was a British sports car and they've had one ever since. Others told me their father or grandfather had an LBC and they caught the disease from them. Or perhaps more insidiously, the disease grew suddenly as they inherited a car. Others had friends, relatives, or neighbors with one of these cars and ended up buying it from them.

For me, I always wanted one. However, it took over 30 years before I finally got one. I think my attraction to these cars was due to nature (the Brauer bloodline) and nurture (being in an environment promoting British cars). My uncle, Elroy, owned an Austin Healey 100 Type BN1 when they first came out in 1955 and he ran a go-kart track in the 1950's and early 60's. Later on, he owned a 1971 Midget and 1972 MGB-GT, the two cars I can remember and he had them until his death a few years back. My other uncle, Merlin, owned a Jaguar XKE convertible. I remember seeing a photo of me, at about 5 years of age, sitting in the front seat of that car. So, there appears to be an LBC chromosome in the family genome.

When my Uncle Elroy closed his go-kart track, my dad bought the last go-kart. I remember my brother and I could hardly sit still in the back seat of the car when we went to pick it up. Over the next couple of years, we raced it around the school parking lot, clocking our times (until we got told by police to stop). We spent time tearing it apart and put it back together again. And, we ran it around our own homemade dirt track (there are advantages to being a country kid). Although the go-kart wasn't British, it sure made motor sport enthusiasts of us. (Continued pg. 5)



MEMBERS ONLY

Mike and Nancy Nelson

Mike and Nancy are great Flatwater Club members though we have not seen a lot of them in the last year. Seems that Mike has currently embarked on a complete "frame off restoration" of his 1978 Spitfire. Some customization work is being done as well, and Mike should have the finest Spitfire in the area when the job is completed.



Mike and his sons Jack (left) and Joe giving the frame a coat of black paint.

Mike is doing all the work himself and most of it in his two-car garage in West Omaha. He is quickly becoming our next professional Spitfire consultant. Mike is also doing his part to grow new members by enlisting his sons to help with the project. Humm. Two sons and one Spitfire. Could be a problem. Does any one have another Spitfire for sale?

Mike enjoys our monthly "Fish" meetings as well as our competition events. We wish him good luck on completing his work so we can see him back on the road enjoying his handy work!

2007 MEMBER RESOLUTIONS

1. Recruit one new member.
2. Help a member be more active.
3. Volunteer to help with a club event.

GARAGE TALK

WARNING WARNING WARNING WARNING WARNING WARNING

New and Improved? Ummm... nope!

By Joe Guinan

Last month, Greg Lemon brought our attention to a serious problem regarding newly required formulations of motor oil. One of the additives (zinc-dialkyl-dithiophosphate or ZDDP) normally used in "API Rated" motor oil is being phased out because it can be damaging to catalytic converters in modern cars and light trucks. **This change in oil formulations could result in catastrophic damage to our "old technology" British car engines.** One of the best discussions I have seen on the topic is found on the internet at the "Hot Rod Magazine" web site - http://www.hotrod.com/techarticles/engine/flat_tappet_cam_tech/

The short story is that we can't just pull any old motor oil off the shelf anymore. Damage can be severe, even over a few thousand miles of use. In particular – **oils advertised as "Energy Conserving" are quite dangerous.** This problem is ESPECIALLY to be noted when an engine is being rebuilt. Assembly lube has always been recommended on cams and lifters, but that isn't enough. Crane Cams recommends their special additive be used during break-in. Comp Cams has an assembly lube and an oil additive that they recommend.

Several alternatives have been suggested. Castrol lists their "GTX" line of oil, notably Castrol GTX 20W-50, Castrol GTX Diesel 15W-40 and Castrol GTX High Mileage 20W-50 as still having "some" level of ZDDP added. However – they do admit that they have reduced the level of ZDDP. Several other sources that I have researched swear by Shell Rotella T Diesel Motor Oil. Other "Diesel" rated oils are probably just as good. However, these oils are due to be reformulated in 2007 when diesels start using catalytic converters. While more expensive, "Racing Oils" such as Redline Racing Oil or Valvoline VR1 20w/50 still contain ZDDP as an additive. Even STP Oil Treatment has significant levels of ZDDP.

Note – I don't know how many FAHC members use motor oil in their transmissions. I use 30 weight non-detergent motor oil in my Spitfire's overdrive gearbox. Redline MTL is probably a better selection, as they continue to use ZDDP additives in that lubricant.

Bottom Line: 1. LBC's need ZDDP. 2. Older LBC engines do OK on Castrol 20W-50. 3. Break-in new "rebuilt" engines with Castrol HD 30 for 3,000 miles. 4. After break-in low mileage engines do well on Redline 10W-40 or 10W-30 synthetic. 5. **Don't use any brand marked "ENERGY CONSERVING" in the API circle on the bottle.**

WARNING WARNING WARNING WARNING WARNING WARNING

THE LBC DISEASE (from pg. 3)

When I was in college and still lacking my own car, my father bought a 1969 MG Midget. He justified the purchase to my mother by telling her that the car was for me. In reality, it was something *he* wanted. In the years that followed, I got to drive the Midget occasionally (I still had to ask Dad for the keys). I finally got an old Mustang that served as my main mode of transportation for the next several years, but it just wasn't *British*. But every since I drove my dad's Midget and smelled that interior, I dreamed of the day I would own an MG. It just never came to be. Graduate school, marriage, career, etc., seemed to delay finding and purchasing an MG. But, that British car chromosome was activated and never quite subsided. Finally, after almost 30 years and with help from club members, we got our first MGB. It is a blue 71 called Eddie and worth the wait.

2006 PARTICIPATION POINTS

Rookie

15 Lee Pedersen
10 Sheryl Pedersen

Top Seven Point Accumulations

56 Rich Brunke
34 Pam Brunke
Dennis Stone
24 Bart Hamilton
Marty Klein
Jane Stone
20 Jim Morgan
18 Greg Copeland
Gary Lien
Bob Shaw
17 Terri Davis
15 Ben Anderson
Gerry Conant
John Ulrich

Looking for a New(?) Home for Fish

by Greg Lemon

Fish the last Friday of the month has been a cornerstone of the FAHC calendar for many years. Nehawka is once again open under new management, but members have been exploring other venues as well. I would like to have an official club "Fish" once again on the last Friday of February. Where? Come to the planning meeting and let's talk about it.

WHEN DISASTER STRIKES

When new FAHC members Al and Mary Nelson headed out from Papillion to attend the Colorado Conclave in "Blackie" their 1980 MGB Ltd. They thought they were prepared. Al had just given Blackie a new paint job, upholstered the seats, rebuilt the front suspension, reconditioned the head, rebuilt carbs and done a tune-up. The car was running fine and Al had tools and parts in the trunk.

By the time they got to Lincoln the turning signals quit but 10 minutes of cleaning and tightening the fuse contacts solved that problem. When they stopped for lunch the dipstick showed that the engine was more than a quart low and the tail pipe was blowing a little more blue smoke than usual. Heavier oil was added and off they went. Late in the afternoon as they crossed into Colorado a miss developed and an oil fouled spark plug was replaced.

The next morning the fuel pump quit. The points had been sticking recently and the usual fix of a few good knocks from a hammer didn't fix it. The spare pump Al had stashed in the trunk was installed and 45 minutes later off they went. By the time they arrived in Denver the oil consumption was up to a quart every hundred miles along with a plug replacement and it was time to call it quits.

Al would later find out that improper air cleaners had allowed dust and grit to enter the engine leading to its premature failure.

So what do you do when you are hundreds of miles away from home and your car can't be fixed? Fortunately, Al and Mary had an ace up their sleeve or maybe you could say three aces. They had recently gotten a AAA membership and had upgraded it to a gold card to cover their camper. This turned out to be an unexpected bonus for it also covered the complete cost of their renting a truck and trailer to bring Blackie home.

The morale of the story – what's in your wallet?



Flatwater Austin-Healey Club

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UNDERSTANDING SPRITE OWNERS

To the optimist: The glass is half full.
To the pessimist: The glass is half empty.
To the Sprite owner: The glass is twice as big
as it needs to be.



Member Tim Creger and his 59 Bugeye